

THE ILLUSTRATED LONDON NEWS

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No. 3880.—VOL. CXLIII.

SATURDAY, AUGUST 30, 1913.

SIXPENCE.

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1. THE MAGNIFICENT ROUND-BRITAIN SEA-PLANE FLIGHT, WHICH ENDED IN THE AIRMAN'S FALL INTO THE SEA WHEN HE WAS NEARING DUBLIN: MR. HAWKER'S WATER-PLANE AT A CONTROL.

Mr. H. G. Hawker's second and splendid attempt to win the "Daily Mail" £5000 prize for a sea-plane flight round Britain—1600 miles in 72 hours' flying time—ended most unfortunately on August 27. The machine fell into the sea from a height of about 100 feet as it was nearing Dublin. The sea-plane was badly damaged, and it was evident that the fine flight had ended. Mr. Hawker has been an airman for

2. THE UNLUCKY AIRMAN AND HIS PASSENGER—BOTH AUSTRALIANS: MR. H. G. HAWKER, THE PILOT (IN FRONT); AND MR. KAUPER, HIS PASSENGER.

two years, and before his magnificent flights in the sea-plane test, had created a British duration record by remaining in the air for eight hours and twenty-three minutes; while he piloted, also, the machine which set up the British height-record. He is about twenty-two years old, and is an Australian by birth, as also is Mr. Kauper, who accompanied him as passenger in the round-Britain flight.

HARWICH ROUTE TO THE CONTINENT

Via **HOOK OF HOLLAND** (British Royal Mail Route) Daily by Turbine Steamers. Liverpool Street Station dep. 8.30 p.m. Through Carriages and Restaurant Cars from and to the Hook of Holland alongside the steamers.

Opening of the Peace Palace at the Hague.

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Exhibitions of Art, Industry, and Agriculture; also displays of Customs and Costumes in many Dutch cities and towns.

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Via **HAMBURG** by the General Steam Navigation Company's steamers "Peregrine" and "Hirondelle" (fitted with Submarine Signalling), every Wednesday and Saturday. Liverpool Street Station, dep. 8.40 p.m. Corridor Trains with 1st and 2nd class Dining and Breakfast Cars. Single, 1st class, 44s.; 2nd class, 30s. Return, 1st class, 66s.; 2nd class, 45s.

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CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

L. SCHLU (Vienna).—There are alternative mates, as you say, but the problem had merits which outbalanced such faults, in our opinion.

R. WORTERS (Canterbury).—Cannot see after 1. Kt to B 2nd, 1. B takes Q, how White is able to mate in two more moves.

H. J. M.—Very provoking, as you say, but the idea is worth a little trouble.

J. FOWLER (Bournemouth).—Thanks for your courteous letter.

RUDOLF L'HERMET (Schonebeck).—Problem received with thanks.

CORRECT SOLUTION OF PROBLEM No. 3606 received from K. O. L. (Singapore); of No. 3607 from C. A. M. (Penang); of No. 3609 from H. A. Seller (Denver, U.S.A.); and R. Tidmarsh (Vernon, B.C.); of No. 3610 from W. M. K. (New York); J. B. Camara (Madeira); J. Murray (Quebec), and C. Barretto (Madrid); of No. 3611 from J. B. Canara, W. Lillie (Marple), and C. Barretto; of No. 3612 from J. Verrall (Rudmell), F. J. Overton (Sutton Coldfield), and Bela Kuroz (Budapest).

CORRECT SOLUTIONS OF PROBLEM No. 3613 received from R. Worters (Canterbury), W. Breyer (Dartmouth), F. J. Overton, H. S. Brandreth, W. H. Silk (Birmingham), L. Schlu (Vienna), J. Green (Boulogne), J. Smart, H. F. Deakin (Fulwood), H. J. M., J. Cohn (Berlin), W. H. Taylor (Westcliff-on-Sea), W. Lillie, J. Fowler, G. Stillingfleet Johnson (Seaford), A. W. Hamilton Gell (Exeter), Rev. J. Christie (Redditch), J. C. Stackhouse (Torquay), J. Deering (Cahara), H. Grasett Baldwin (West Malling), G. Bakker (Rotterdam), J. Wilcock (Shrewsbury), and F. James (Croydon).

SOLUTION OF PROBLEM No. 3612.—By J. PAUL TAYLOR.

WHITE

1. K to R 3rd

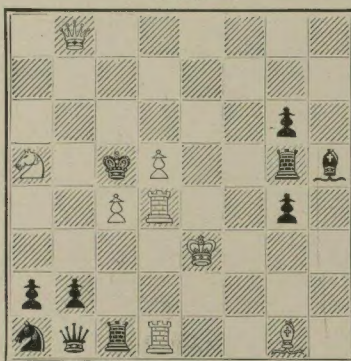
2. Mates accordingly.

BLACK

Any move

PROBLEM No. 3615.—By G. BROWNE.

BLACK.



WHITE.

White to play, and mate in two moves.

CHESS IN HOLLAND.

Game played in the Scheveningen Tournament, between Messrs. LASKER

and YATES.

(Queen's Pawn Game.)

WHITE (Mr. L.)

1. P to Q 4th

2. P to K 3rd

3. P to B 4th

4. Kt to B 3rd

5. Kt takes Q P

6. Kt takes Q P

7. Kt to Q 5th

8. Kt to K 5th

9. Kt to K 5th

10. Kt to K 5th

11. B to Q 4th

12. Castles

13. P to B 4th

14. P takes B

15. P to Q 6th

BLACK (Mr. Y.)

1. P to Q 4th

2. P to Q 4th

3. P to K 3rd

4. P to K 3rd

5. P takes P

6. P takes P

7. P to Q 4th

8. P to Q 4th

9. P to Q 4th

10. P to Q 4th

11. P to Q 4th

12. P to Q 4th

13. P to Q 4th

14. P to Q 4th

15. P to Q 4th

16. P to Q 4th

17. P to Q 4th

18. P to Q 4th

19. P to Q 4th

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21. P to Q 4th

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106. P to Q 4th

107. P to Q 4th

108. P to Q 4th

109. P to Q 4th

110. P to Q 4th

111. P to Q 4th

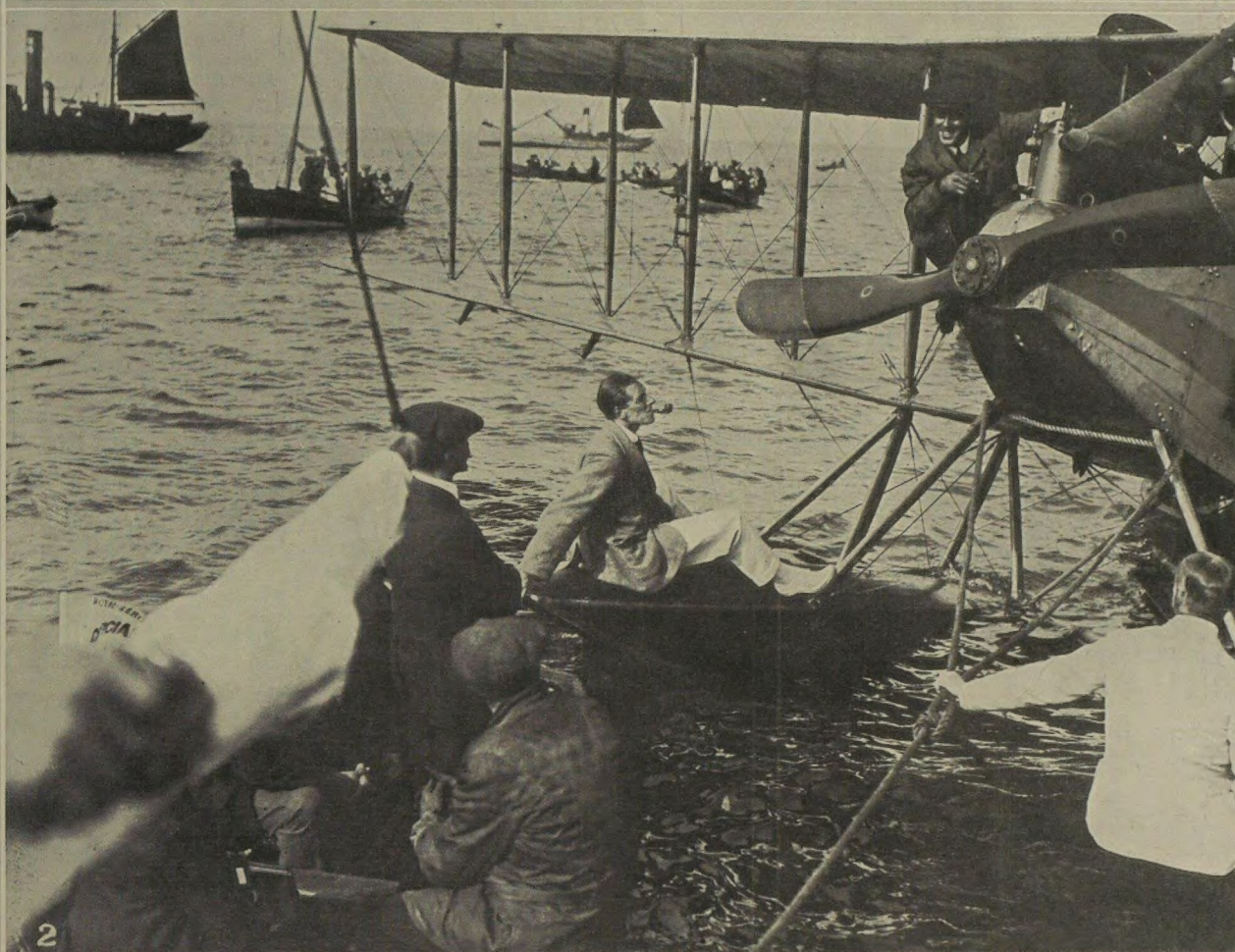
112. P to Q 4th

113. P to Q 4th

114. P to Q 4th

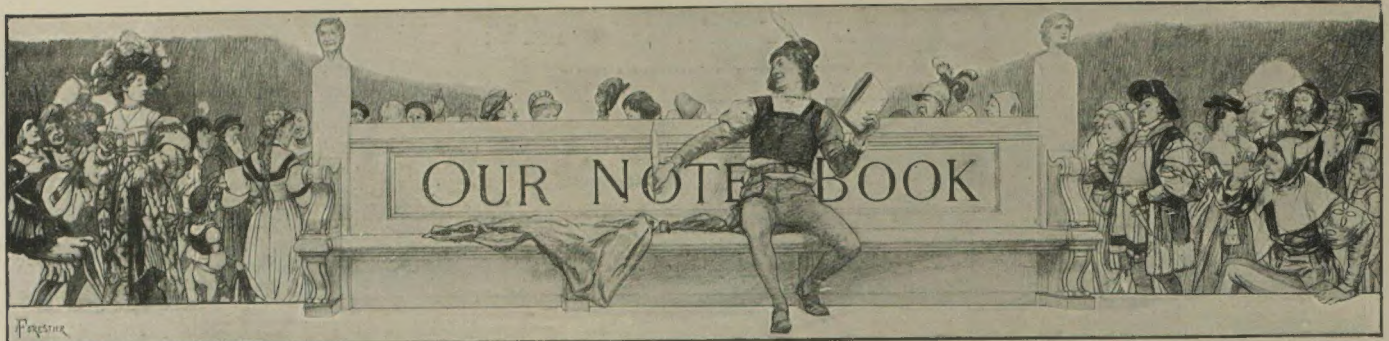
THE FINE SEA-PLANE FLIGHT BY MR. HAWKER: SCENES AT A CONTROL.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



1. IN THE COMPANY OF BOATS WHICH GIVE A GOOD IDEA OF ITS SIZE: MR. HAWKER'S SEA-PLANE AT YARMOUTH. 2. CHATTING WITH AN OFFICIAL WHO IS SITTING ON ONE OF THE FLOATS OF THE SEA-PLANE: MR. HAWKER DURING HIS GREAT FLIGHT.
3. REACHING ONE OF THE CONTROLS: MR. HAWKER ARRIVING AT YARMOUTH ON HIS SEA-PLANE.

Mr. H. G. Hawker's task was to fly an all-British Sopwith sea-plane round Great Britain—covering a circuit of 1600 miles within seventy-two hours' flying time. The engine of his waterplane is a 100-h.p. Green, water-cooled with vertical stationary cylinders, and it weighs about three pounds per horse-power.



By G. K. CHESTERTON.

I SEE in a newspaper a paragraph headed "Perfect Happiness." It proceeds to explain that some way off Paris a number of people are "continuing the teaching and studies of Raymond Duncan and calling themselves Harmonists." They are "making a touching attempt to return to the simple life as the Greeks understood it. Through the glades of their sacred grove they move in sandals, tunic, or linen mantle, in the early morning, towards a bold summit, whence they may descry the plain of the Great City. There, hand in hand, a living frieze, they stand and gaze awhile. Presently they begin their morning exercises, arms raised towards heaven or gracefully curved as though to throw a ball, discus, or javelin. Then a draught of sparkling water from an amphora, and home to breakfast."

I should strongly advise these enthusiasts to remain some way off from Paris. Paris is a place with rather ominous associations for people who play that game. More than a hundred years ago there were some wealthy and idle people who played at being shepherds and shepherdesses, and living the simple life, some way off Paris. But the inquisitive Parisians came and paid them a visit at Versailles.

But while I do not think things of this sort would satisfy the modern French, I also entertain strong doubts as to whether they would, as is suggested, satisfy the ancient Greeks. I do not think the Greek confined himself to sparkling water when he drank from his amphora. And if, among the Greeks, a pack of grown-up people were obliged regularly to stand hand in hand, a living frieze, and gaze awhile—I can only say that it was unlucky for them if Aristophanes came along. The Harmonist from whom apparently the newspaper's information comes, proceeds to describe the spirit and atmosphere of the institution. "We are not a colony or organised society. We have no chief or professor." Were not the Greeks an organised society? Were they not, indeed, the founders and builders of all organised society in the modern sense? Did the Greeks disapprove of colonies? Did the Greeks have no professors? Did they not rather suffer from an excessive number of those little creatures. The Harmonist adds: "In addition to this, we gain freedom and independence, for by weaving our clothing and making our sandals we do without tailors and shoemakers. We secure perfect physical and moral health, our bodies are beautified, our organism learns to support cold and heat, and we are perfectly happy."

When my patience is tried with this kind of thing, I feel inclined to suggest that one conceivable way, perhaps, of returning to the simple life as the Greeks understood it would be to learn a little Greek. I did not know there was anybody alive in educated Europe who knew less Greek than I do. But even I know enough to see through all that kind of thing. Did the old Greeks say they were perfectly happy? "For so have the gods spun our destiny to us unhappy mortals that we might live in sorrow, but they themselves are without trouble"; "Of all the creatures that creep upon the earth, man is the most full of sorrows"; "For truly in my heart and soul I know that Troy shall fall"; "I have borne what no man hath ever borne"—those are the scraps of great Greek sentiment that stick in the memory of a man who has forgotten the little Greek he ever knew. But these *poseurs* remember the Greek they never knew. It is a Greek nobody ever knew—least of all the Greeks themselves. And where these people got it from is Greek to me. But the business is much bigger than any mere historical parallels, however comic may be their contrast

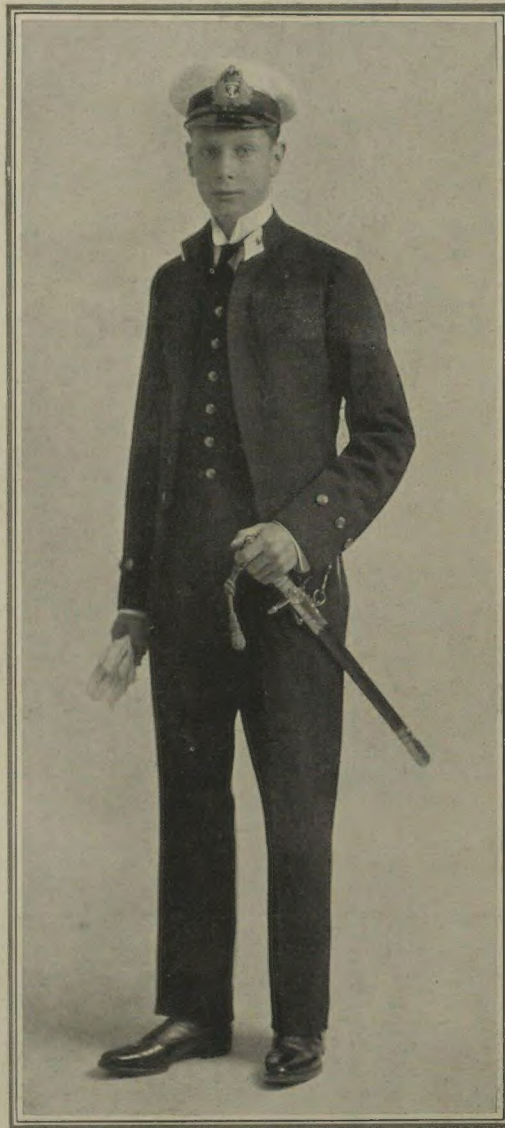
between great things and small. For the truth is that the attitude of these people, with their "living frieze," is becoming a living nuisance in our modern life. They are at some distance from Paris (which is, perhaps, why our drearier journalists still call it the Gay City), but they are in the core and centre of London. And their offensive happiness is a blight upon all gaiety. You cannot be gay seriously. The soul in all true levity is humility; a certain admission

manner. No man has ever laughed at anything till he has laughed at himself. The Great Greeks did undoubtedly set up an ideal of the perfect balance between soul and body. What is rum about the new Hellenist is that he never seems to know the difference between the setting up an ideal and setting up as a person who has attained it. Achilles said of the gods, "They themselves are without trouble."

He was the last person in the world to say it of the Heroes, because he was a Hero himself. Socrates (if a dim memory guides me right) offered up some prayer that the outer and the inner man might be at one. But no one knew better than Socrates that his outer man was, in point of fact, as funny as a chimpanzee. And no one, if I may say so, was more lucidly satisfied than Socrates that his inner man was a highly superior specimen. The pagan theory was that man was unhappy because he generally could not attain this human balance. The Christian theory was that man was unhappy because he knew he might be weighed and found wanting in the heavenly balances. But until these absurd modern people appeared, nobody, heathen or Christian, ever pretended that any man never was unhappy—or, in other words, that any man was "perfectly happy." The man who invented the throwing of the disc or the javelin said that young men ought to be beautified in their bodies. The middle-aged persons who throw these obsolete missiles about near Paris say they are beautified in their bodies. The men who created the Greek spirit in philosophy said that men ought to be morally healthy. These atrocious cranks say they are morally healthy. The Greeks said that if man were perfect he would be happy. The cranks say that they at least are perfect—and therefore they are perfectly happy. And I say again that this utterly dehumanised impudence is becoming quite a practical difficulty in social life.

That which is forcibly, though I fear ephemeral, called Swank presents a new problem just now. When a fool swaggered because he wore a crown, you could deal with the situation by removing his crown—if necessary, with the head attached to it. When a fool swaggered because he wore a sword, you could take away the sword—or, better still, spike him through the body with your own. When a man swaggered because he was a judge and wore a wig, you could pull off his wig and see how he looked without it. The transformation was sometimes quite frightful. When a man swaggered because he was a dandy and wore the Regent's hat or Brummell's coat-tails, you could pull the coat-tails or knock off the hat. It is an old popular tradition to pelt people for wearing things. But how can we pelt people for not wearing things? There is some meaning in a crown or a sword or a wig; and you can hit it because you know what it means. There is no meaning at all in a linen tunic or a disc; and it is really difficult to deal with those who are proud of such things, precisely because one cannot make out what they have to be proud of. Most of us wish we could live in a shirt—especially in this weather. Most of us would be ready to throw a sort of primitive pike, called a javelin; that is, on the condition that the old Greek ritual of the Iliad were omitted, and we did not have to throw it at somebody who had a pike to throw back. These moderns have rather failed to meet the whole ideal of Hellas. It is much easier to throw a disc than to carve a Discobolus. And it is much easier to throw a javelin than to meet one.

But in that frivolous city on which the Living Frieze looks down from the heights, men have been Sansculottes in a sense more serious than anything associated with Grecian drapery. And they have used pikes there; also, not as one that hitteth the air.

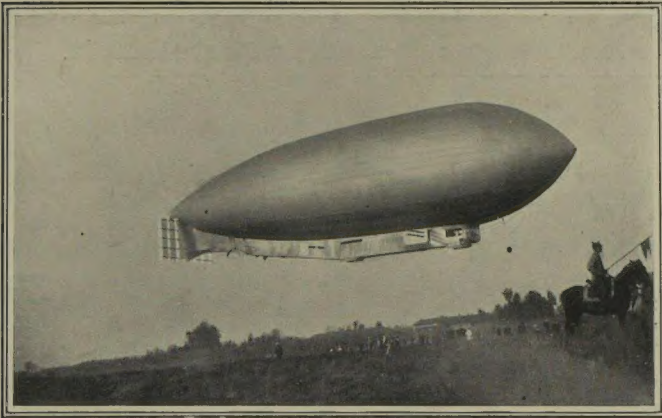


A SAILOR SON OF A SAILOR KING: H.R.H. PRINCE ALBERT IN NAVAL UNIFORM—A NEW PHOTOGRAPH TAKEN JUST BEFORE HE WENT TO BALMORAL.

Prince Albert travelled with the Queen and Princess Mary on August 14 from Buckingham Palace to Balmoral, where he has been enjoying the pleasures of country life and sport. For instance, he was one of the party, which included the King, Princess Mary, Princes Henry and George, and Lord Rosebery, that went for a day's trout-fishing on Lochmuick, the occasion when some of the catch were cooked by Princess Mary for lunch, taken gipsy-wise by the water-side. Prince Albert, it will be remembered, has recently been seeing the world on a long cruise on board a war-ship. He is their Majesties' second son, and was born on December 14, 1895. He began his career by becoming a Naval Cadet.

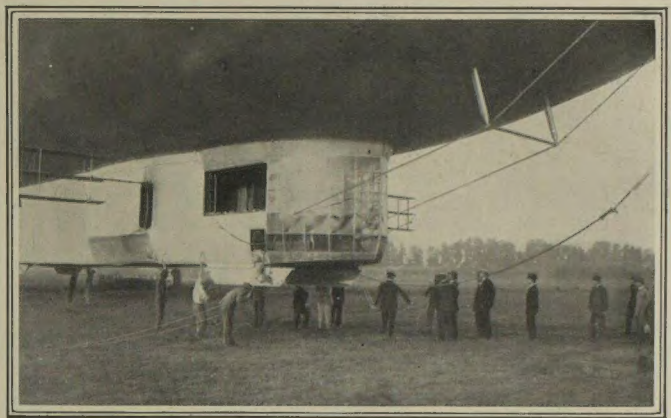
that we are not all perfectly healthy in soul or beautified in body: In short, if you and I were to hold each other's hand and become a "living frieze," the frieze (shall we say?) would be in Phidias's early bad

FROM THE WORLD'S SCRAP-BOOK: EVENTS PICTURESQUE AND TRAGIC.



WATCHED ON ITS TRIALS BY BRITISH NAVAL OFFICERS: THE NEW ITALIAN MILITARY FORLANINI DIRIGIBLE.

The Forlanini dirigible here illustrated is a gift from Milan to the Italian Army. It has a gas-capacity of 400,000 cubic feet, and combines features of the rigid and of the non-rigid types of balloons. Captain Murray F. Sueter, Director of the Air Department of the British Navy, and Engineer-Lieutenant Gerald



CARRYING THREE QUICK-FIRERS: THE CAR OF THE NEW FORLANINI DIRIGIBLE, IN WHICH THE BRITISH NAVY IS SHOWING INTEREST.

W. S. Aldwell, Engineer-Inspector of the same Department, attended the trial flights of the air-craft, which are reported to have been quite successful. The dirigible carries three quick-firing guns. It is understood that the British Naval authorities are arranging that a Forlanini dirigible shall be built for this country.



CARRYING A ROSARY OF FLOWERS: LITTLE GIRLS IN THE PROCESSION OF OUR LADY OF BOULOGNE.

The annual Procession of Our Lady of Boulogne took place at Boulogne-sur-Mer the other day, and was attended by Cardinal Bourne and by several hundred British Roman Catholics. Nearly three thousand trippers crossed the Channel for the one day, to witness the ceremony.



CARRYING RELICS OF A SAINT: LITTLE BOYS IN THE PROCESSION OF OUR LADY OF BOULOGNE.



A FLYING-MACHINE BUILT NOT TO FLY: A BLÉRIOT MONOPLANE, WITH CLIPPED WINGS, WHICH CAN ONLY HOP—AND THUS GIVES SAFETY TO LEARNERS.

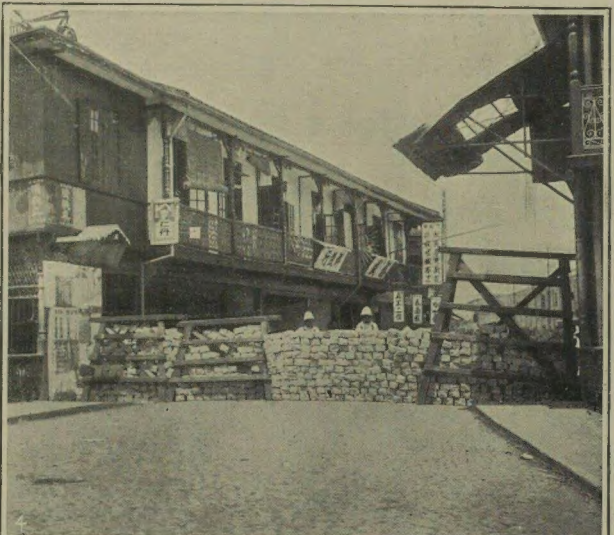
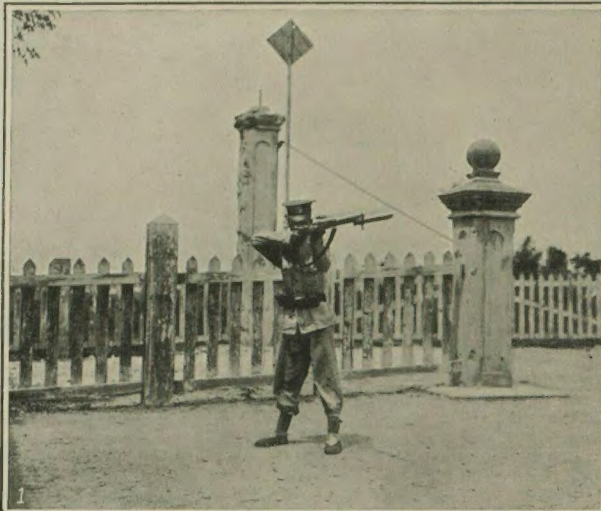
Each of the wings of the Blériot monoplane illustrated has had some five feet clipped from it. The result is that the machine, which arrived recently at the Hendon Aerodrome, fulfils its functions admirably by refusing to fly. It is designed to lessen the risks to pupils learning to master the air and to expensive machines. It can be made to hop along for about twenty yards and never at a height greater than three



THE DISASTER TO THE ROME-NAPLES EXPRESS: WRECKAGE ON THE LINE AFTER THE MISHAP NEAR NAPLES, WHICH CAUSED THREE DEATHS.

feet from the ground: more it will not do, whatever the learner, unwise in his ambition, may desire. Its propeller is small, and its under-carriage exceptionally strong.—The Rome-Naples express ran off the line near Naples on August 21. The engine-driver, the guard, and a passenger were killed, and twelve passengers injured. The Duchess Elena of Aosta motored from Naples to assist in the rescue-work.

UNINTELLIGIBLE TO THE RESIDENT FOREIGNER: THE REVOLT IN CHINA.



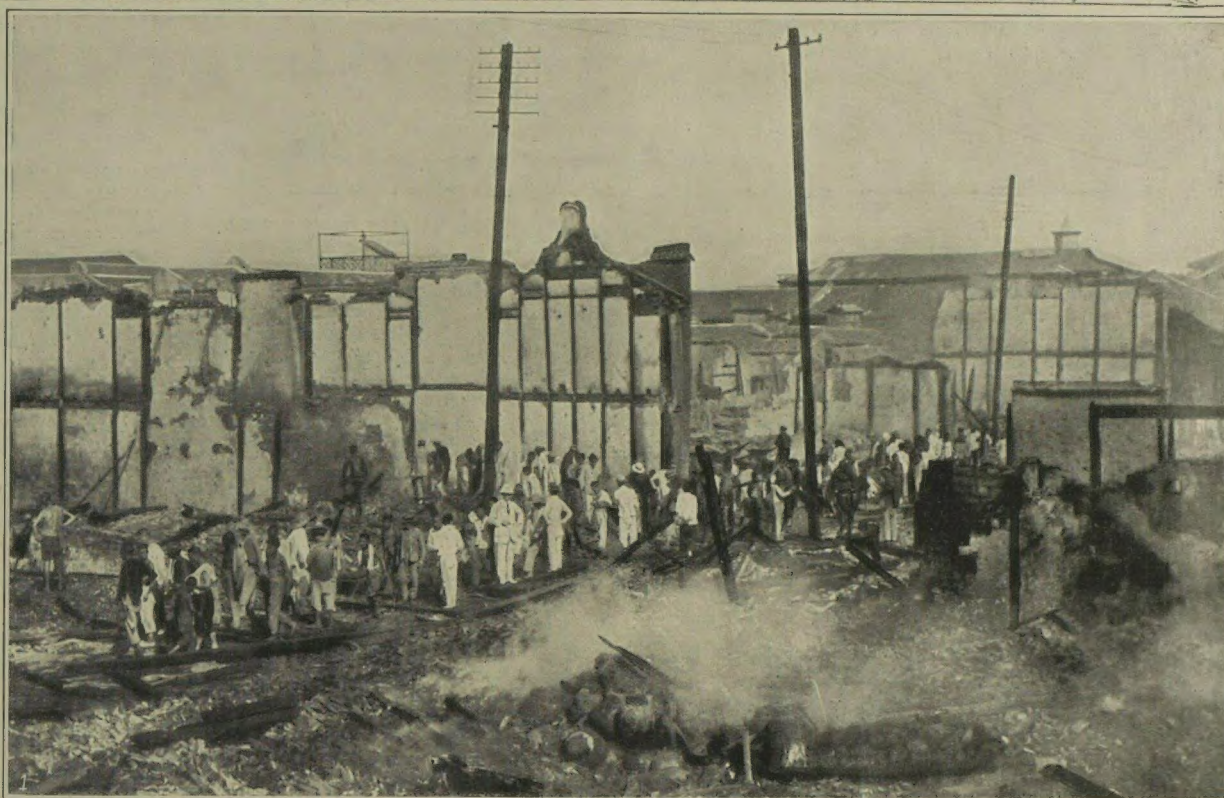
1. A CHINESE SOLDIER SNIPING A LOOTER: IN THE BACKGROUND A PILLAR AND A GATE RIDDLED WITH SHOT.
2. DEVASTATION IN THE CITY WHICH IS THE CENTRE OF THE OPERATIONS AGAINST PEKIN: RESULTS OF FIRE IN THE CHINESE CITY, SHANGHAI.
3. A DEFENCE OF DRAIN-PIPES: A TEMPORARY BARRICADE ERECTED BY THE FRENCH BY ST. CATHERINE BRIDGE, AT THE "FRONTIER" OF THEIR CONCESSION IN SHANGHAI.
4. SET UP BY THE FRENCH FOR THE DEFENCE OF THEIR CONCESSION IN SHANGHAI: A BARRICADE OF PAVING-STONES.
5. RIDDLED BY SHOTS: A WALL OF A BURNT-OUT HOUSE, SHANGHAI.
6. A SCENE OF FURIOUS FIGHTING: GOVERNMENT TRENCHES NEAR THE ARSENAL, SHANGHAI.

In a most enlightening article which appeared in the "Daily Telegraph" the other day, Mr. James W. Fraser said of the revolt in China (dating his despatch "August 5") : "After a fortnight of the Southern insurrection, the foreigner who knows his China well admits his complete ignorance of the situation—an Irishism which, translated, indicates that the foreigner, after close on a hundred years' residence in China, has failed to

grasp the elementary subtleties of the native. And in a land where, in the year of grace 1913, well-stocked forts commanding splendid situations can be bought and sold between loyalist and rebellious troops for a matter of £50 or so, well might the Western mind give up the study as an impossible one. Shanghai must in the history books be put down as the centre of the present operations against Pekin. Right from the main

[Continued opposite.

IN A LAND WHERE FORTS ARE BOUGHT FROM THE ENEMY FOR £50!



1. IN THE CENTRE OF THE OPERATIONS AGAINST PEKIN: AMONG THE SMOULDERING RUINS IN THE CHINESE CITY, SHANGHAI, WHICH IS GUARDED BY TWENTY-TWO WAR-SHIPS FLYING NINE DIFFERENT FLAGS.

2. THE FLIGHT TO NINGPO: A BRITISH STEAMER TAKING ABOARD FUGITIVES FROM THE CHINESE CITY, SHANGHAI.

Continued
streets of the Foreign Settlements here has the sedition been planned. . . . The internecine strife undoubtedly broke out prematurely. . . . The fighting throughout has been very one-sided in the Shanghai district, where the two principal points of vantage have been the Kiangnan Arsenal and the Woosung Forts. . . . On this building [the Arsenal] . . . for the first week of the war was the Shanghai rebel attack concentrated.

From the very first shot it was doomed to failure. The rebel ranks around Shanghai were computed at 5000 men in all, and of these probably fifty per cent. were regular soldiers. . . . The situation can be realised fairly well when it is recognised that Shanghai . . . is just now guarded by twenty-two war-ships flying nine different flags" [British, American, French, German, Russian, Austrian, Dutch, Italian, and Japanese].

PORTRAITS & PERSONAL NOTES.

MR. F. D. Yates, of Leeds, the new British Chess Champion, made a record score, in the tournament at Cheltenham, of nine points out of a possible eleven. He has held the Northern Counties Championship for the last four years, and has played in several international contests.

MR. F. D. YATES,
Winner of the British Chess Championship
with a Record Score.

Mrs. William James, whose engagement to Major J. C. Brinton has aroused much interest, is one of the best-known hostesses in society. She is a daughter of the late Sir Charles Forbes, Bt., of Newe. Her first husband, who died last year, was an intimate friend of King Edward. Major Brinton served in the Nile Expedition and South Africa. Last year he became a Gentleman-Usher to the King.

One of the best-known Churchmen in Scotland has passed away in the person of Dr. Simpson, minister of Bonhill since 1878. He was regarded as one of the highest authorities on Scottish Church law. About a year ago he became Deputy Clerk of the Church of Scotland General Assembly.



THE LATE REV. DR. SIMPSON,
Deputy Clerk of the Church of Scotland
General Assembly, and an authority on
Scottish Church Law.



THE LATE LORD LAWRENCE,
Who had been a Unionist Whip in the
House of Lords since 1886.

Baron Henri de Montalent, with his mechanic Metivier, was killed by a fall at Rouen during the water-plane race from Paris along the Seine to the sea at Deauville on Aug. 24. Both men were pitched out at a height of 700 feet, and the Baron crashed through the deck of a barge.

There were three distinct ceremonies in connection with the wedding of Prince Jitendra of Cooch Behar and Princess Indira



MRS. WILLIAM JAMES,
Who is Engaged to Major J. C. Brinton.
of Baroda, which took place
in London on Aug. 25. First
came the reception of the



MARRIED ACCORDING TO THE BRAHMO RITES IN BUCKINGHAM PALACE
HOTEL: PRINCE JITENDRA OF COOCH BEHAR AND HIS BRIDE
(FORMERLY PRINCESS INDIRA OF BARODA) IN THE INDIAN ROBES
WHICH THEY WORE AT THE CEREMONY.



MAJOR J. C. BRINTON, M.V.O., D.S.O.,
Who is Engaged to Mrs. William James.

bride into the Brahmo religion, the bridegroom's faith, at the Buckingham Palace Hotel. Later, wearing European dress, they drove separately to the



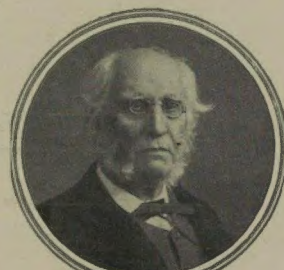
THE LATE MR. GRAHAM CAMPBELL KERR,
Governor of the Berber Province of the
Sudan—a well-known Oarsman and Footballer.

to the hotel, changed into Indian attire, and were wedded again according to the Brahmo rites. At the breakfast that followed, the bridegroom cut the cake with the State Sword of Cooch Behar. After a reception at his mother's house, the pair left for Maidenhead.

Universal regret was felt at the early death, at Edinburgh, of Mr. Graham Campbell Kerr, Governor of the Berber Province of the Sudan, who seemed destined for a great career. He was also a distinguished athlete. At Cambridge he was stroke of the University boat, and he played for Scotland at Rugby football.

Emile Ollivier was the victim of a phrase—his statement that he entered on the Franco-German War "with a light heart."

The phrase stuck to him in his fall, but the context was forgotten, in which he explained that he meant a clear conscience and confidence in a just cause. He has explained his part in the war policy in Volume XIV. of his *magnum opus*, "L'Empire Libéral."



THE LATE M. EMILE OLLIVIER,
Premier of France under Napoleon III,
and much concerned in the outbreak
of the Franco-German War.

Mr. Barnet Kenyon, the miners' candidate in the three-cornered election at Chesterfield, who was returned with a large majority, was from 1896 to 1906 President of the Derbyshire Miners' Association, and is now on the executive of the Miners' Federation. He has been a Primitive Methodist preacher for thirty-five years.



MR. BARNET KENYON,
The new Liberal Labour Member for
Chesterfield.

M. Pégoud deserves the gratitude of his fellow-airmen for his pluck in testing the new parachute device invented by M. Bonnet. It is attached to the pilot's back, and can be opened out mechanically in a few seconds in case of emergency. M. Pégoud safely descended by it while flying at a height of six hundred feet at Châteaufort. He landed in a tree.



THE LATE BARON HENRI DE MONTALENT,
The French Airman Killed in the Paris-to-Deauville Water-plane Race.



M. PÉGOD,
Carrying the Parachute by which he Descended from the Aeroplane.

SWUNG FROM TROOP-SHIP TO LAUNCH: FRANCE MOVING BLACK SOLDIERS.



CLINGING TO THE MESHES AND SUPPORTING-CORDS OF THE NET HOLDING THEIR BAGGAGE, ON WHICH THEY ARE BEING LOWERED :
SENEGALESE SHARPSHOOTERS BEING DISEMBARKED AT GRAND-BASSAM.

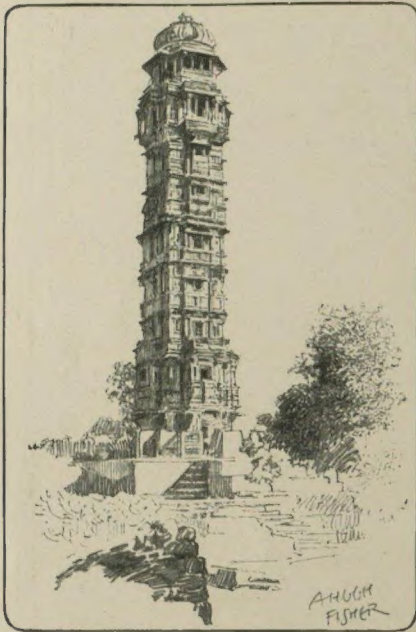
The photograph shows a curious phase of the life of that Black Army of which France is so proud, and to which she has been paying so much attention of late, decorating one of its colours with the Legion of Honour, *fêting* its representatives in Paris, and so on. Senegalese sharpshooters are seen disembarking at Grand-Bassam under difficult conditions.

Their goods and chattels are in the net, to the meshes and supporting-cords of which they cling as they are swung down to the waiting launch, occasionally hitting it with a bump, after having hit the water first. Their wives were landed in the same fashion, with their babies on their backs.



VIGNETTES OF EMPIRE.—XIX. UDAIPUR AND CHITOR.

A DAY'S journey from Jaipur took me to the capital of Mewar, the "parent state" of Rajputana, which occupies a hilly tableland at the southern end of the Aravallis. No spot in India has been so rapturously praised for its beauty as Udaipur,



AMONG THE RUINS OF A FAMOUS FORTRESS WHOSE HISTORY IS "A BLOODSTAINED RECORD OF SIEGES, SACKS, AND HEROISM": THE TOWER OF VICTORY AT CHITOR.

the city of the sunrise, and it was with a thrill of excitement that I at last beheld the white town which came suddenly into view after I had been watching from the train a range of warm and glowing hills.

The grey stone, square-towered building of the railway-station was half-smothered in pale, purple convolvulus, and the white house of the Resident was bowered in blossoming masses of magnificent bougainvillias. Driving over a bridge past crenelated walls and along a road hedged by dense broad-land cactus, I entered a forest of leafless trees softer in colour than the pale grey of olive orchards. It was like some forest in a fairy-tale, with troops of wild long-legged swine routing about the ground, and startled peacocks rushing through the branches. Then I came out upon the waterside where the white group of buildings that make up the Maharana's palace, with their long, sloping ramps, their many galleries and numerous flights of steps, their octagonal

DESCENDANT OF RAMA, AND POSSESSOR OF THE BLUEST BLOOD IN INDIA: THE MAHARAJAH OF UDAIPUR.

DRAWINGS BY A. HUGH FISHER.

towers and cupolas, rose up in a majesty unrivalled save by their own reflection in the lake.

A long green and blue boat was here waiting, and four rowers pulled me swiftly out to the Jag Mandar, one of the two island palaces which appear to be floating upon the water. I landed at some wide steps at one end of a terrace on which four stone elephants stand with raised trunks saluting. This was the palace where, more than three centuries ago, Prince Kurum, who was afterwards to be proclaimed Shah Jehan, and was at that time a refugee at Udaipur, exchanged *pagris* with the Rana as a pledge of friendship.

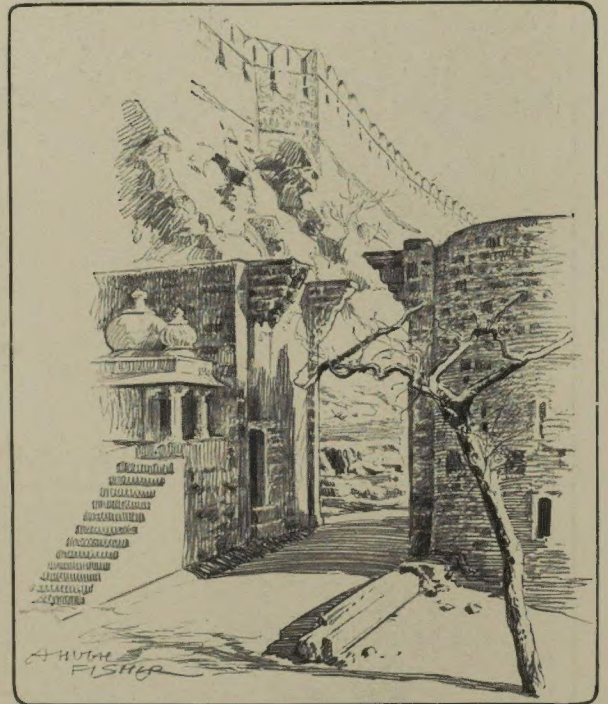
Across the water now gleamed the vast front of the royal palace. The whole of that side of the lake is a marble terrace broken here and there by projections of the large masses of building which rise high into the air crowned with turrets and cupolas. In the early morning, I had watched it from a verandah slowly emerging from the mists, but now, looking back from the lake in full sunlight, I could realise the vast bulk of the majestic pile.

In one of its innumerable rooms I waited, the following afternoon, with palette set, for a sitting which had been graciously promised me. I could see, through an outer gallery, the beautiful lake and the white mass of the summer palace crowning a hill on the opposite shore. Presently the Maharana entered, followed by several of his chief ministers, bowed with quiet dignity, and took his seat on the gilt chair which had been placed ready, motioning me to be seated also. His Highness carried a long sword in a green scabbard. His beard and moustache were brushed upwards and stained with some dye which gave them a blue colour. A small turban came down over the left temple. He wore no orders or decorations and his only jewellery consisted in a double row of pearls round the neck and one diamond ring on the right hand. A long gown, with close-fitting sleeves made of maroon-coloured cloth, and bound at the waist by a belt and a white sash, clothed him from the neck to the velvet-shod feet.

Highest in rank of all the princes of India, the Maharana of Udaipur traces his descent to Rama, the founder of the dynasty of the Sun, but by what miraculous chance the succession was preserved is shown by one of its oldest legends. This tells how, in the year 521, all the princes of the family were killed, the Queen—who was at the

time on a pilgrimage—alone escaping, and giving birth to a son who was reared among the neighbouring mountains. This son was chosen chief by the Bhils, aborigines who had inhabited the land before the coming of the Aryan people. In token of sovereignty, one of the Bhil warriors, after cutting his finger, marked the young man's forehead with blood, and to this day the head of one family of the Bhils exercises the hereditary right at the coronation of a new ruler of marking upon his forehead the "Tika," or sign of kingship.

A great contrast with the almost voluptuous beauty of Udaipur is presented by the ruined desolation of Chitor, the former capital of this Rajput State of Mewar. I left the railway again at Chitorgarh, fifty miles from Udaipur, to drive to the famous fortress city whose history is such a bloodstained record of sieges, sacks, and heroism. Along the crest of the hill of Chitor old tawny buildings with towers and battlements stretch in a broken line like the ridge of some gigantic saurian's back with many of the spines broken.



AT THE SEVEN-GATED FORTRESS BESIEGED BY AKBAR IN 1568: THE ELEPHANT GATE AT CHITOR.

Entering the "fort" itself—of the long series of gateways came, first, the "Padal Pol," of Akbar's time, and then a new gate with two monuments and emblems of Siva. The third was the Gate of Hanuman, the monkey friend of Rama. Between this and the preceding gateway, Akbar himself is said to have shot the besieged leader in the great siege of 1568. The Ganesh Gate followed, and just at the turn of the zigzag, far overhead, the rough masses of bare rock, blooded ochre and purple-grey, reared up to the higher masonry of the road wall above. The fifth gateway was the Jorla Pol, with a rough stone house built over it; then, after passing through the Lakshman Pol and the Ram Pol, the seventh and last gate, the base of which has three tiers of carving with human figures in the upper course, horses in the middle one and elephants below, I entered at last the ruins of old Chitor.

Blue-glazed tiles still gleam from broken walls of palaces, and time takes leisurely its slow revenge. That Tower of Fame, close to an old Jain temple, was built probably while Saxon pirates were exploring the ruins of Roman London. And not far from the Tower of Fame rises in that awful quiet the Tower of Victory. The gorgeous pageant is faded, but these cloud-capped towers are standing, and the dynasty of the Sun is not yet extinct.

A. HUGH FISHER.



"LIKE THE RIDGE OF SOME GIGANTIC SAURIAN'S BACK WITH MANY OF THE SPINES BROKEN": A GENERAL VIEW OF THE HILL OF CHITOR, WITH ITS RUINS.

IN "THE CITY OF THE SUNRISE": THE PALACES OF UDAIPUR.

FROM A DRY-POINT ETCHING AND A DRAWING BY A. HUGH FISHER



1. RISING UP IN "A MAJESTY UNRIVALLED SAVE BY THEIR OWN REFLECTION IN THE LAKE": BUILDINGS OF THE PALACE OF THE MAHARANA OF UDAIPUR.

"No spot in India" (we quote Mr. Hugh Fisher's article opposite) "has been so rapturously praised for its beauty as Udaipur, the city of the sunrise." Describing his arrival, he goes on to say: "Then I came out upon the water-side where the white group of buildings that make up the Maharana's palace, with their long sloping ramps, their many galleries and numerous flights of steps, their octagonal towers and

2. WHERE PRINCE KURUM (AFTERWARDS THE EMPEROR SHAH JEHAN) WAS A REFUGEE THREE CENTURIES AGO: THE JAG MANDAR—ONE OF THE ISLAND PALACES OF UDAIPUR.

cupolas, rose up in a majesty unrivalled save by their own reflection in the lake. A long green-and-blue boat was here waiting, and four rowers pulled me swiftly out to the Jag Mandar, one of the two island palaces which appear to be floating upon the water. . . . where, more than three centuries ago, Prince Kurum (afterwards Shah Jehan) then a refugee at Udaipur, exchanged *pugris* with the Rana as a pledge of friendship.

LIGHT DROPPED FROM AN AIR-CRAFT: REVELATIONS BY PARACHUTE.

DRAWN BY OUR SPECIAL ARTIST, H. W. KOEKKOEK.



A SEARCHLIGHT FROM ABOVE: THE ILLUMINATING DEVICE FALLING, TO DISCLOSE TROOPS TO THE AIRMAN.

There was tested at Farnborough the other day an ingenious, yet comparatively simple, "searchlight" for use by airmen flying in aeroplanes or dirigibles, and desirous of spying out the land by night without unduly exposing themselves or their craft. Twice a balloon ascended to a height of about 1500 feet, and on each occasion it dropped a tin "box" some two feet long. Immediately a little parachute attached to the device opened, and at the same moment there burst forth a strong and steady light. This illuminated the ground below for approximately five hundred feet, the

area revealed diminishing, of course, as the "searchlight" fell towards the earth, which it reached in about three-and-a-half minutes, the period for which the illuminant is timed to act. It is claimed that by this method airmen will be able to locate any troops or other objects within the lighted area without running great risk, for the falling light must blind momentarily the enemy on the earth, and before he has recovered sufficiently to take reasonably good aim, the air-craft, travelling at high speed, will have moved out of danger.

LIGHT FIRED FROM A GUN: REVELATIONS BY PARACHUTE.

DRAWN BY OUR SPECIAL ARTIST, H. W. KOEKKOEK.



A SEARCHLIGHT FIRED FROM BEHIND DEFENCES: THE ILLUMINATING-SHELL FALLING, TO DISCLOSE ATTACKING TROOPS.

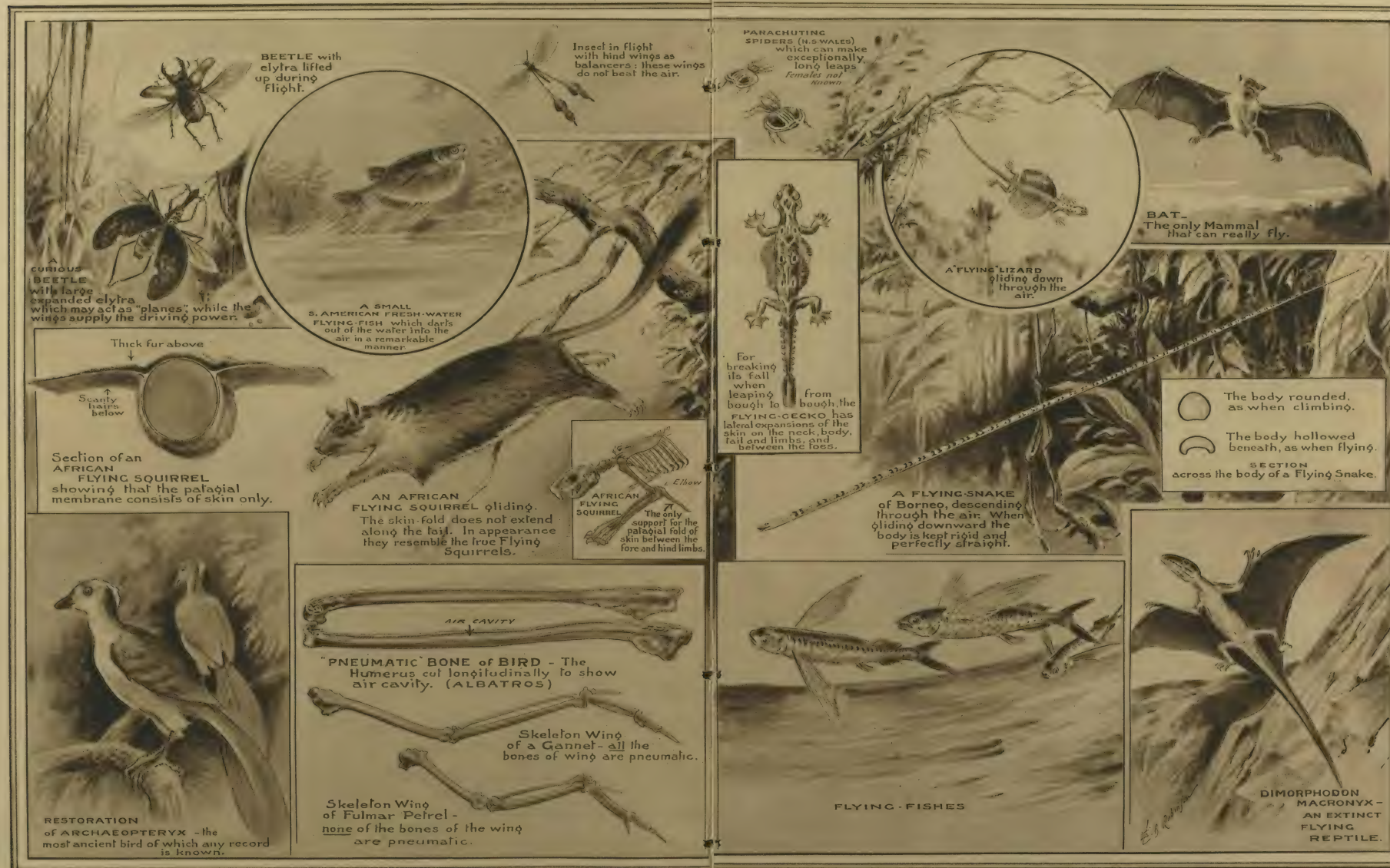
It is curious that while the idea illustrated on the opposite page is being tested in England, another falling "searchlight" is being experimented with in Germany. In the latter case, the illuminant is fired from a gun. Briefly, the famous Krupp firm have made a light-giving shell, which, fired towards the enemy, illuminates a wide area, and discloses movements of troops. It is claimed that this shell-system is far superior to the fixed searchlight on many occasions, inasmuch as, while the position of the projector is obvious in the case of the searchlight, it is exceedingly difficult to

locate the gun firing the searchlight-shell. Moreover, a searchlight must be exposed; while the weapon firing the shell may be hidden behind defences. The illuminating-shell is shaped like an ordinary projectile. It contains a bursting-charge, which, at the allotted moment, frees the parachute folded in the base of the shell. The light-giving material is lighted by means of a clockwork arrangement. The searchlight remains active for the space of several minutes. In the above illustration we have marked the trajectory of the shell with a dotted line.

NATURE'S "PLANES," "GAS-BAGS," AND "ENGINES": FLYING, GLIDING, SCUDDING, PARACHUTING ANIMALS FROM WHOM MAN MAY LEARN.

DRAWN FROM THE SPECIMENS EXHIBITED AT THE NATURAL

HISTORY MUSEUM, BY OUR SPECIAL ARTIST, W. B. ROBINSON.



GATHERED TOGETHER IN RECOGNITION OF THE GENERAL INTEREST IN THE OF THE STRUCTURE OF ANIMALS

The keen and general interest in the flying feats of man has led the British Museum of Natural History to place on special exhibition a number of valuable specimens illustrating the modification of the structure of animals in relation to flight. In the Preface of the Catalogue, it is written: "In all the human attempts at aviation [that have met with any degree of success the part of the apparatus that sustains the weight in the air (planes, or gas-bag, as the case may be) is distinct from the driving-apparatus (propeller and its engine); but a study of the specimens here displayed shows that in flying animals the energy is generated by the contraction of muscles directly connected with the wings, and that the latter, by a regular beating or flapping action, both support the body in the air and force the body through it. . . . The exhibition is not limited to animals that can

CONQUEST OF THE AIR: REMARKABLE SPECIMENS ILLUSTRATING THE MODIFICATION IN RELATION TO FLIGHT.

truly fly, but includes also examples of animals which move through the air by scudding, gliding, or parachuting, without expending energy from the time when they leap off to the time when they alight, such as the so-called Flying Squirrels, Flying Phalangers, etc." With regard to one of the illustrations on this double-page—shown at the top left-hand corner—we quote the following: "The edges of the elytra [the wing-sheaths which form the superior wings in beetles, and serve to cover and protect the true wings] are produced into flat leaf-like expansions, so that the elytra as a whole are larger than the wings. The wings fold up beneath the middle part of the elytra, not under the lateral plates. Very possibly these plates act as 'planes,' serving to maintain the weight of the body in the air, while the wings supply the motive power to drive the body forward through the air."

LONDON'S RODIN: "THE EPIC OF THE SACRIFICE OF THE HUMBLE."

PHOTOGRAPHS BY BULLOZ.



TO BE SET UP IN THE VICTORIA TOWER GARDEN, WESTMINSTER: "THE BURGHERS OF CALAIS"— FIGURES FROM THE WORK.

The precise site Rodin's superb "Burgbers of Calais" will occupy in London has now been determined: it will stand on a spot just selected in the Victoria Tower Garden, Westminster, which adjoins the Houses of Parliament, has a present area of about an acre, and has a short walk along the side of the

Thames. Later, the ground will be more spacious: the old houses and the wharves which stood between it and Lambeth Bridge have been demolished, and the cleared area, bounded by an embankment wall on the river side, is being laid out as an extension of the garden. "The Burgbers of Calais"—which, by

[Continued opposite.

RECALLING THE GOTHIC SCULPTORS: A RODIN BURGHER OF CALAIS.

PHOTOGRAPH BY BULLOY



FROM THE GREATEST LIVING FRENCH SCULPTOR'S GREAT WORK FOR LONDON: A FIGURE FROM THE SUPERB
"BURGHERS OF CALAIS."

Continued.

the way, is not a copy of the famous Calais statue, but an original bronze by Rodin, has been described as "a reality of all time: the epic of the sacrifice of the humble." As for its style, it recalls the Gothic sculptors by the rugged power of the moulding, the asceticism of the heads, and the strength of the

knotty limbs." The work was bought for the country by that most valuable institution, the National Arts Collections Fund, to whose far-sightedness in gaining such a masterpiece too much praise cannot be given. It should tend to raise the standard of London statuary, which hitherto has been much criticised.

BORN SEVERAL MILLION YEARS BEFORE MAN: THE MOST PRODIGIOUS CREATURE YET BROUGHT TO LIGHT.

RECONSTRUCTION BY OUR SPECIAL ARTIST, A. FORESTER.



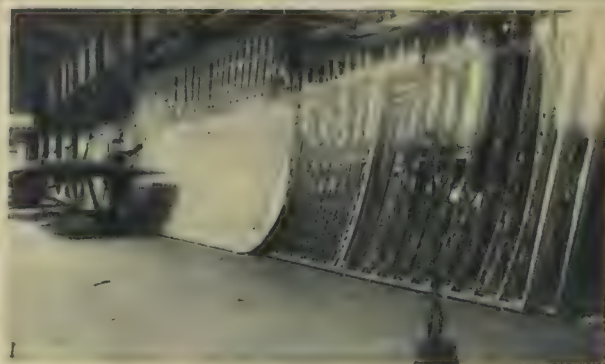
A VEGETARIAN LAND-DRAGON 160 FEET LONG: THE NEWLY-DISCOVERED GIGANTOSAURUS AFRICANUS—RESTORED AND COMPARED WITH A MAN AND DIPLODOCUS CARNEGII.

In "The Illustrated London News" of August 16 last we published some astonishing photographs of the humerus of *Gigantosaurus Africanus*, the most prodigious creature that has come to light. Our Special Artist has now reconstructed the great land-dragon, and has set by it a man and *Diplodocus Carnegii*, to emphasise its enormous size. For the rest, we cannot do better than reprint a few of the facts from the article which appeared with the photographs: Recent discoveries have revealed in Africa remains of a land-dragon whose length measured some 160 feet. The monster was discovered by German savants at Tendaguru, in German East Africa. An almost complete skeleton was obtained. The cast of the upper arm-bone, or humerus, now at the British Museum of Natural History, South Kensington, and descriptions of the rest of the skeleton show that this colossal beast was a near relation of *Diplodocus Carnegii*. Now, *Diplodocus* was just 84 feet long, and stood 11 feet high at the shoulder. His arm-bone measured just 3 feet 3 inches long. The arm-bone of the new giant, *Gigantosaurus Africanus*, was as long as the whole leg of *Diplodocus*:

it measures now just 7 feet 1 inch, but during life it was certainly some inches longer, for no allowance has been made for the gristle which must have capped both ends. It may be that *Gigantosaurus* will lose something of his glory, at any rate so far as his length is concerned, for it is assumed that he was a long-tailed dragon, like his American cousin. He may not have been. In height *Diplodocus* was nowhere: his 11 feet at the shoulder is far eclipsed by the 22 feet of his rival. Naturally, it is difficult, not to say dangerous, to dogmatise on the theme of the habits of *Gigantosaurus*. He lived during that remote period of the world's history during which the lower cretaceous rocks were formed: a period which antedated the birth of man by several million years. We shall probably be not far from the truth in regarding him as an aquatic, or, at any rate, an amphibious creature. That he was a vegetarian is shown by his teeth, and that he was dull-witted is proved by the ridiculously small size of the brain-cavity, less than would hold a man's fist. A man is placed in the drawing (under *Gigantosaurus Africanus*) merely for comparison of size.

FLYING GUARDIANS OF THE COASTS: THE MAKING OF SEA-PLANES.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS.



1. PLANES IN THE MAKING.

2. AT WORK ON A PROPELLER.

4. HOISTING A GNOME' ENGINE INTO POSITION.

3. WATERPROOFING THE PLANES.

5. A 100-H.P. SEA-PLANE READY FOR DELIVERY.

We need make little excuse for returning to the subject of the sea-plane, but we may just point out that only the other day Mr. Hawker started on his second attempt to win the prize offered by the "Daily Mail"—set out cheerfully and confidently to essay a flight which but a very short time ago would have been deemed not worth trying, as ranking with things impossible of achievement by man; this, too, but a few hours

after a naval sea-plane, which, piloted by Lieutenant Spenser Grey, R.N., had made a successful flight in a squall from Southampton, had been swamped while being removed from its "anchorage" at the east side of the West Pier, Brighton. We may repeat also the facts that the British Admiralty is keenly alive to the value of the sea-plane as scout, as detector of submarines running submerged, and as possible destroyer of

[Continued opposite.

FLYING GUARDIANS OF THE COASTS: THE MAKING OF SEA-PLANES.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS.



1. SHOWING THE POINTER WHICH MARKS THE MOMENT OF THE SNAPPING :
A MACHINE FOR TESTING THE BREAKING-POINTS OF THE WIRES
USED IN SEA-PLANES.

2. SUBSTITUTES FOR THE WHEELS AND SKIDS OF THE AEROPLANE : THE
MAIN FLOATS OF A SEA-PLANE AND SMALLER FLOATS FOR
SUPPORTING THE PLANE-TIPS.

Continued.
dirigible balloons, and that a series of air-craft stations is being established round our coasts; while every effort is being made to increase the Navy's fleet of air-craft, both heavier-than-air and lighter. Some idea of the cost of flying-machines may be gained from the statement that the engine of the wrecked sea-plane (which alone was saved) cost about £800, and that the damage done amounted to about £500. The prices

sound high, but it must be remembered that only the best materials can be used, that only the most skilled workmen can be employed, that the most expert knowledge and supervision have to be exercised, that most exacting tests have to be made, before a flying-machine is passed. Our photographs were taken by courtesy of the famous firm of aeroplane and sea-plane makers, Messrs. Short Brothers.

SIGN OF A RARE DESIRE: THE PALACE OF PEACE, AT THE HAGUE.

PHOTOGRAPHS BY NICH AND VAN DIJCK, ROTTERDAM



1. THE HOME OF THE PERMANENT COURT OF ARBITRATION: THE PEACE PALACE, THE INAUGURATION OF WHICH QUEEN WILHELMINA ARRANGED TO ATTEND.

2. THE INNER COURT.

3. THE GREAT STAIRCASE.

4. IN A BUILDING TO WHICH ALL THE NATIONS INTERESTED HAVE CONTRIBUTED: THE GREAT VESTIBULE OF THE PALACE OF PEACE.

5. THE CONFERENCE-ROOM.

6. THE FERDINAND BOL HALL.

While the civilised world continues anxiously to watch events in the Near East, still in the fear that battle and sudden death must be in evidence there for a considerable time, while the peoples of Europe are none too confident as to the strength of the leashes which hold the dogs of war in check in their land, while armaments are swelling, in the very year of a war which has remodelled the map of the Continent

on which we live, the Palace of Peace is more in evidence than ever, not only because the Twentieth International Peace Congress was opened at the Hague the other day, but because Queen Wilhelmina arranged to attend the inauguration of the Palace on August 28. The building is a place of good intent, rather than of perfect realities: let us hope that it will long remain a symbol of that desire for the

(Continued opposite.)

THE PLACE OF GOOD INTENT: THE PALACE OF PEACE, AT THE HAGUE.

COPYRIGHT PHOTOGRAPHS BY NIEGH AND VAN DIJCK ROTTERDAM



1. WITH STAINED-GLASS WINDOWS GIVEN BY GREAT BRITAIN: THE GREAT HALL OF THE PALACE OF PEACE

2. WHERE THOSE WHO WILL ENDEAVOUR TO JUDGE AND SETTLE THE DISPUTES OF THE WORLD WILL SIT: THE COURT-ROOM

Continued.

peace of the world which is becoming more prevalent day by day. The Palace of Peace, it may be well to recall, is the result of the generosity of Mr. Andrew Carnegie, who, in 1902, conceived the idea of providing a fitting home for that Permanent Court of Arbitration which was born, in 1899, of the first Peace Conference at the Hague, and placed funds to the extent of a million and a-half dollars in the hands of the Committee.

All the nations interested in the movement have contributed liberally to the building which is in the Park Zorgvliet: Great Britain, for example, has sent stained glass; France, tapestries; Denmark, Norway, and Sweden, granite; Greece and Italy, marbles; South America, costly woods; Belgium, forged iron; the United States, sculpture; Japan, embroideries; Holland, pictures; and so on.



Veiled Mysteries of Egypt.

During the latter phases of the trouble in the Balkans the tide of sympathy, which at first flowed strongly towards the so-called Christian Powers, has turned to a great extent in favour of the Turks. Mr. S. H. Leeder's book, "Veiled Mysteries of Egypt and the Religion of Islam" (Eveleigh Nash) comes in, as it were, on the crest of the wave, for though it has nothing to do with the Balkan War, it presents the whole Mohammedan creed and religious life in a light which will probably be new to many English readers, and is likely to dispel a great deal of ignorant prejudice. The title of the book rather suggests revelations of sinister secrets. The mysteries, however, are really not very mysterious: they are merely the

WEARING THEIR DISTINCTIVE ROBES: WORKERS OF THE HOLY CARPET IN CAIRO.

"There are seventy men employed . . . and to mark the special nature of their work each has a robe of cream colour with a small pattern in old gold, all hand-woven, and so strong that the Bey declared they would wear for fifty years"—(From "Veiled Mysteries of Egypt.")

education, German policy, Pan-Islamism, Mohammed, the Koran and Moslem history, the Holy Carpet and

Fashions in Paris and London: 1786-1912. Never was greater attention paid to Dame Fashion than at present, and Mr. Julius M. Price has been well inspired in writing this charming book, "Dame Fashion. Paris—London: 1786-1912" (Sampson Low). It covers rather over a hundred years of the caprices of Madame la Mode, and contains very curious and interesting things; while the 150-odd coloured plates have been chosen as only an artist could choose them, with a view to showing what was charming as well as what was absurd in each freak of fashion. Perhaps significant of the hold the woman movement now has on popular imagination is the fact that the only portrait, if portrait it can be called, given in the volume is that of the daring American lady, Mrs. Bloomer, whose name



A MAGNIFICENT EXAMPLE OF NINTH-CENTURY ARAB ARCHITECTURE: AN ARCADE IN THE RUINS OF THE MOSQUE OF IBN TOULOUN, CAIRO.

From "Veiled Mysteries of Egypt." Photograph by Lebégian, Cairo.



A SWORD OF ISLAM AS A SYMBOL OF SPIRITUAL WARFARE: AN IMAM AT A MOSQUE DOOR, HOLDING THE WOODEN SWORD ON WHICH THE PREACHER LEANS IN THE PULPIT.

VEILED MYSTERIES OF EGYPT

And the Religion of Islam.

BY S. H. LEEDER.

Illustrations Reproduced by the Courtesy of the Author and the Publisher, Mr. Eveleigh Nash.

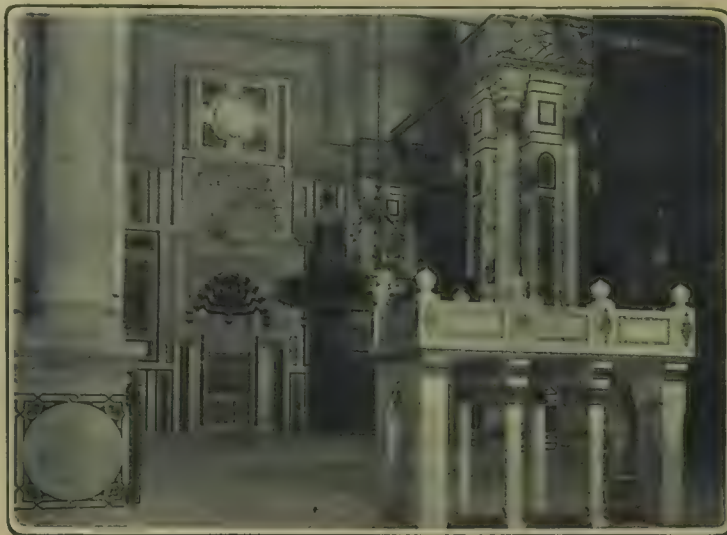
the Pilgrimage to Mecca, and the position of women in Mohammedan life. He emphasises the importance of a careful study of Islam to the British people, "in whose Empire," he recalls, "are more followers of this faith than belong to any other Power—in India



TO ENABLE LADIES OF THE HAREM TO LOOK OUT OF WINDOW UNSEEN: MASHRABIEH WORK IN THE UPPER WINDOWS OF AN OLD ARAB PALACE.

From "Veiled Mysteries of Egypt." Photograph by Lebégian, Cairo.

ordinary workings of the Moslem faith and character and everyday domestic life, and are only veiled to European eyes in so far as they have not always been approached in a sympathetic spirit. Moslem reticence and religious aloofness, Mr. Leeder points out, are due to an intense dislike of sacred things being made the object of ridicule or vulgar curiosity. He himself has lived long in Egypt, has made numerous Mohammedan friends, and has, by tact and conciliation, been privileged to see places and ceremonies to which an unbeliever has never before been admitted. He has made a thorough first-hand study of the Egyptian Moslem, both in the mosque and in the home, and has made it his object to show the bright side of a picture which has too often been painted only in its darker colours. While taking a Christian standpoint, and showing how much Islam has in common with Christianity, he criticises strongly certain clerical writers on Mohammedanism, while extolling other more sympathetic authors, particularly Lady Duff-Gordon and her "Letters from Egypt." Mr. Leeder has interesting things to say on such matters as the British occupation, Lord Cromer's work, Egyptian Nationalists,



BUILT BY THE KHEDIVES FAMILY AT A FABULOUS COST: THE GORGEOUS NEW MOSQUE OF EL-RIFA'I, CAIRO—THE FIRST PUBLISHED PHOTOGRAPH.

From "Veiled Mysteries of Egypt." Photograph by Lebégian, Cairo.

alone we rule 65,000,000 Moslems." For such a study this admirable book itself provides much material, together with a keen stimulus to go in quest of more.

for many years signified in general parlance any form of divided skirt or knickerbocker worn by ladies! In the portrait given of her here she is attired in some truly hideous garments which recall nothing so much as the formless bathing-dresses of our early childhood. Mr. Price opens his interesting account of the chignons of yesteryear in 1786—on the eve, that is, of the Revolution. Gazing at the always stately and sometimes very charming hooped dresses of that time, one wonders whether the present vogue for narrow, sheathlike dresses may not suddenly change, and show a violent throw-back to the paniers and elaborate head-dresses of what some of the great French dressmakers admit to have been the Augustan age of dress. Most of Mr. Price's readers will probably turn with special pleasure to those later chapters which deal with what now appear to be the extravagantly hideous clothes worn by the beauties of the 'seventies and 'eighties. As one gazes at the drawings illustrating these chapters, one feels inclined to accuse the author of having taken specially ugly examples; but no: these have only to be compared, we will not say with old photographs, but with some of the famous portraits by so great a painter as Millais, to see that Mr. Price has not exaggerated.

EVER READY TO DEFEND HIS HONOUR AND HIS BELIEFS: A STATESMAN.

PHOTOGRAPH BY SZENES, BUDAPEST



THE PRESIDENT OF THE COUNCIL OF HUNGARY, WHO THE OTHER DAY FOUGHT HIS THIRD DUEL THIS YEAR:
COUNT ETIENNE TISZA.

A few days ago, Count Etienne Tisza, the President of the Council of Hungary, met the Marquis George Pallavicini and fought his third duel this year. Cavalry swords were the weapons chosen. During the ninth bout, both principals having been wounded in the forehead, the doctors stopped the fight. There was a reconciliation. So, again, came to the front a statesman of outstanding personality who is ever ready to defend his honour and his beliefs, political or otherwise. The Count was born in Budapest on Aug. 22, 1861, eldest son of the famous Coloman de Tisza, who was at the head of the Government from 1875 until 1890. Educated in the first place at

home, he afterwards studied at Heidelberg, Berlin, and Budapest, showing exceptional ability and gaining the degree of Doctor of Political Science. Elected to Parliament in 1885, he proved himself a fine debater and a great worker, with a firm belief in his opinions and a fixed determination to carry his projects through. He came into power for the first time after the resignation of the Izell Cabinet, in 1903, and, despite most troublous times, held that power until 1905. In 1910 he became the strong man of the National Labour Party. Towards the end of May 1912 he accepted the Presidency, and again recently he found himself President of the Council.

SCIENCE AND

The Microscope
XVIth centSCIENCE
JOTTINGS.

THE SHOE-BILLED STORK.

THOSE of my readers who have a fondness for birds and are fortunate enough to live within reach of the Gardens of the Zoological Society, may be glad to know that they have another chance of seeing that most wonderful bird, the shoe-bill, or whale-headed stork, in the flesh. Only thrice in the history of the Gardens has this been possible. The first occasion dates back so far as 1860, when two young birds from Khartoum were exhibited—these lived but a short while, and their place was not filled again till last year when a fine specimen was presented by the Sirdar Sir Francis Wingate. This bird did not live long, however. Now a third by far the finest yet seen among us has been added. The shoe-bill (*Baleniceps rex*) is one of the most remarkable and most puzzling of living birds. No one has yet succeeded in discovering his precise relationship, but he is generally believed to be most closely allied to the storks. But there is a dash of the heron and of the pelican in him, which seems to show that his remote ancestors lived at a time when these now distinct types were in the making, so to speak. His feet, for example, are those of a heron, for the hind-toe is long, and placed low down so as to be on the same level as the front-toes; and the claw of his middle-toe has one of its edges cut up to form a comb-like fringe—another heron-character.

Curiously enough, no one has yet described the flight of the shoe-bill, and this would afford us some interesting points. For the herons and the storks have each a different flight. The former, for some unknown reason, when in full career draws his head down till it rests on his shoulders; the latter, on the other hand, like the flamingoes and the geese, ducks, and swans, fly with the neck stretched out like a broom-handle. We suspect the shoe-bill will affect the manner of the heron in this.

Not the least puzzling feature of this extraordinary bird is his beak. This is of enormous size: long, very wide, and hooked at the tip. Naturally one supposes that this must be more or less intimately related to the nature of the food. But as to this, extremely little is known. Those who have seen the bird in his native fastnesses tell us that fish, frogs, crustacea and shell-fish form the principal items in its bill-of-fare; and, this being so, the need of so strange a beak seems more inexplicable than ever. And this because herons and storks have a similar diet, and dagger-like beaks.

It is just possible that the principal dish of this bird is furnished by that extraordinary fish known as the Bichir, or Polypteris, which has an almost equally limited geographical range. Its most striking



ONE OF THE MOST REMARKABLE AND MOST PUZZLING OF LIVING BIRDS: THE SHOE-BILL, WHOSE PRECISE RELATIONSHIP HAS NOT BEEN DISCOVERED.

"The Shoe-bill is one of the most remarkable and most puzzling of living birds. No one has yet succeeded in discovering his precise relationship, but he is generally believed to be most closely allied to the storks. But there is a dash of the heron and of the pelican in him, which seems to show that his remote ancestors lived at a time when these now distinct types were in the making, so to speak."

Photograph by D. Seth Smith



A BIRD WITH A "SPECIALISED" BEAK—NOW TO BE SEEN AT THE "ZOO": THE SHOE-BILL, OR WHALE-HEADED STORK.

"It is just possible that the principal diet of this bird is furnished by that extraordinary fish known as the Bichir, or Polypteris, which has an almost equally limited geographical range. The most striking peculiarity of this fish is its armature of thick, bony, enamel-covered scales, which invest the body like a coat of mail. No ordinary bird could tackle such prey. But a beak like that of *Baleniceps* could undertake most tasks, save that of gathering nectar from flowers. It is certainly a 'specialised' beak."—[Photograph by D. Seth Smith.]

peculiarity is its armature of thick, bony, enamel-covered scales, which invest the body like a coat of mail. No ordinary bird could tackle such

NATURAL HISTORY.



The Love Puffer XVIth cent

prey. But a beak like that of *Baleniceps* could undertake most tasks, save that of gathering nectar from flowers. It is certainly a "specialised" beak, evolved for the performance of some special function unattainable by ordinary birds, and it may well be that closer observation will show that the capture of these strange fishes, whose nearest allies belong to remote geological ages, is the "special function" we are seeking for.

Curiously enough, *Baleniceps* has a rival, on a small scale, in the persons of a small heron-like bird known as the boat-bill, and the kingfisher. The boat-bill is a native of South America, but here again we know little or nothing of its habits. Its beak, however, bears a striking resemblance to that of its remote African relative, and this cannot surely be mere coincidence. Happily a specimen of this bird may be seen at the Gardens, generally in the Fish-house. It is to be hoped that, if possible, the two will be placed near together in order that visitors may compare them side by side.

The kingfisher is the shoe-billed kingfisher of New Guinea, and in the matter of his beak he is singularly like his giant namesake. But this is a rare bird, and little or nothing is known of its habits.

Now the very rarity of these three species shows that they must be limited in numbers which means a restricted food supply. If the beak, as we suspect, in each case owes its peculiarities to adaptation to peculiar needs, it is clear that any excess in the number of individuals will speedily bring about a famine, and thus reduce the numbers to limits which will not outrun the food-supply. Migration is evidently out of the question, for outside the area the chances of finding suitable food are infinitesimal.

At one time it was believed that the shoe-bill was confined to the neighbourhood of Khartoum. But Sir Harry Johnston found them by no means rare on the northern shores of Victoria Nyanza and at Entebbe, in marshes and narrow backwaters; very seldom, on the shores of broad rivers, or open pieces of water. He seems to have been unable, however, to gather any facts as to their life-history. What are their nestlings like? No one has yet succeeded in finding them, but it is to be hoped that some day specimens will find their way to the British Museum, for, properly preserved, they would reveal much.

At no time does its area seem to have extended far North. It must certainly have been unknown to the ancient Egyptians, or they would surely have recorded the fact in those store-houses of ancient natural history—the Pyramids.

W. P. PYCRAFT.

Right of Way Through a Building: A Remarkable Sequel to a Legal Duel.



PASSING THROUGH A HOUSE: VICTORIA BRIDGE, PERTH, WITH PART OF A DWELLING ON EITHER SIDE OF IT.

The correspondent who sends us this photograph writes: "Those holiday visitors to Perth who cross the River Tay by way of the Victoria Bridge are puzzled to notice that the bridge cuts right through a house. This curious spectacle is the result of a long and costly legal fight. When the city authorities proposed to build the bridge they had to meet the objections of an owner of property on the river bank. It was not until

the matter had been taken to the House of Lords that the city authorities won their point; and then they were only permitted to take just sufficient land for their purposes. When the work had begun, the property owner, relying on a clause in the agreement, insisted that the city should leave a portion of a house standing at either side of the bridge, as here shown.

The Roman Catholic Church and Birthday Promotions: A Picturesque Incident.



BLESSING THE SWORDS OF YOUNG OFFICERS: AN INTERESTING RELIGIOUS CEREMONY AT THE INFANTRY SCHOOL, WIENER NEUSTADT.

One of the most picturesque ceremonies in connection with the celebration of the eighty-third birthday of the Emperor Francis Joseph was the blessing of the swords of young officers, and their taking the oath of fealty, at the Military Academy of Wiener Neustadt, during the review which took place recently. On this occasion a number

of officers annually receive their promotion to the rank of lieutenant. The photograph shows the moment when they drew their swords, repeating the words, "Faithful unto death." The chaplain of the Academy then pronounced the benediction, and sprinkled the weapons with holy water, while the band played Korner's "Prayer Before Battle."

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



WITH GUN IN POSITION AND TRICOLOUR FLYING: A FRENCH OUTPOST GUARDING THE FRENCH CONCESSION AT THE ST. CATHARINE BRIDGE, SHANGHAI.

Soon after the Southern revolutionaries in China began their campaign, in July, against Yuan Shih-Kai and his Northern supporters, the Southern forces attacked the Arsenal at Shanghai, on July 23, but failed to capture it after several attempts. The Northern force there, though smaller, was better trained, and was assisted by some Chinese war-ships. It was stated, in fact, that it was this naval force which saved



THE CIVIL WAR IN CHINA: A GOVERNMENT OUTPOST ON DUTY NEAR THE HANGCHOW RAILWAY—SHOWING WIRE ENTANGLEMENTS AND BRANCHES CUT DOWN BY GUN-FIRE.

the Arsenal. On July 27, a body of British, French, Italian, and Japanese bluejackets was landed to patrol the boundaries of the Foreign Settlement. The correspondent who sends us the above photographs took them on the scene of the fighting near the Arsenal. The French contingent came from the cruiser "Montcalm." The Northern entrenchments lay beyond the railway shown in the second photograph.



Photo, Benyants.

WELCOME TO THE NEW GOVERNOR OF "THE ROCK": LIEUTENANT-GENERAL SIR HERBERT MILES LANDING AT GIBRALTAR.

Sir Herbert Miles, the new Governor and Commander-in-Chief of Gibraltar, arrived there on Aug. 19 by the P. and O. steamer "India." He landed at the Gun Wharf in the Dockyard, and was received by the Acting-Governor, Major-General T. Perrott, with whom he is seen shaking hands in the photograph. After inspecting the guard of honour, furnished by the 2nd Battalion Wiltshire Regiment, he drove to Government House, where he took the oath and received the keys of the fortress. General Miles served



Photo, Traupitz.

STRAIGHT FROM THE MAIN TO THE MOUTH: A HYGIENIC DRINKING-FOUNTAIN IN BERLIN WHICH DISPENSES WITH A CUP.

in South Africa, and in 1903 commanded the troops in Cape Colony. Since 1908 he has been Quarter-master-General of the Forces.—Drinking-fountains of a new hygienic type have recently been installed at all the stations in Berlin. Instead of having to use a cup which is common to all and sundry, and is very liable to contamination, the person requiring a drink receives the water, squirted upwards from a jet, direct into the mouth, as shown in the photograph.

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"Standardisation is admitted to be the life-blood of correct and economical production to-day, so that with motor tyre rims it would have been thought that rims of the same named sizes were of the same dimensions all the world over. But that has been, nay, is at this moment, very far from being the case, for although the majority of tyre makers claimed to have originally followed the dimensions of one firm, subsequent examinations and comparisons show that the variations from such alleged standards have been many, various, and peculiar."

—"THE AUTOCAR," 12/7/13

Many of us have read the article, from which the above is a quotation, together with others also dealing with the standardisation of rim sizes and dimensions; and we have all approved the enthusiasm inspired by the results which will accrue from the universal adoption of these standards.

The matter is particularly pleasing to me, in that the "one firm" referred to above is, of course, Michelin. To the long list of Michelin "firsts" this work of fixing standard rim sizes and dimensions must in justice be added.

The society of Motor Manufacturers and Traders has adopted the sizes of the original Michelin standard rim series. In fact, we sent our actual blue prints to the Society for reference.

Therefore car manufacturers should fit Michelin rims, manufactured by Michelin, and motorists should make quite certain that the rims they purchase are Michelin rims.

BIBENDUM.

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ART NOTES.

It is hoped that the *Observer* posters of last Sunday sent people into Kingsway, or, to be exact, sent them there last Sunday evening. In two issues of the *Observer* one had read, and accepted, the criticisms of the work done in the new thoroughfares. The thing sounded hopeless. Between the demands of shopkeepers and the halting intentions of the London County Council any great and spacious plan seemed bound to have come to grief. The greatest of architectural opportunities was fallen, one imagined, between two stools—the stool of the counting-house on the one hand and of the County Council on the other.



PRESENTED BY THE "SPORTSMAN" AND WON BY BARRY: THE CUP FOR THE SCULLING CHAMPIONSHIP OF ENGLAND.

The cup is of solid silver, weighs 403 ounces, and stands, with its plinth, over four feet high. The design, with rocks, moorhen, and bull-rushes below, and a figure of a sculler on top, is handsome and appropriate. The trophy was made by Messrs. J. W. Benson, Ltd., of Ludgate Hill.

only a muddle could have fallen in so well with the astounding variety of the heavens. An orderly sky-line would have been set at naught by the splendidly unexpected sky. To stand in New Oxford Street and look eastwards, with the narrow dome of the Pearl Insurance

building conforming not only to the demands of a towering bank of cloud, but to the proportions of the whole range of buildings Citywards, was to be prepared for good things. And then came revelation! Turning towards Kingsway, one could see for the first time that there is a most useful curve at its northern end, that it is neither rigid nor consciously shaped to any preconceived line of beauty, but that it has been allowed to follow a slight accidental direction. There, from the point of view of the town-planner, you have as a start some evidence of muddle. It is muddle all through that is beneficent. The broad sweep of road and pavement, looking like black pearls in the combination of two lights (for the lamps have been lighted) shows how important is the road itself in the making of a road. The width is impressive; the colour, as I see it, exquisite. For a moment, as one notes the reflections of electric-light and evening sky on the polished surface of their new flooring, it hardly matters what stands upon either side.

And yet it does matter; it matters very much that there is no crushing uniformity in these rows of buildings, nothing cage-like to remind the citizen that he is a prisoner. The little church of St. Anselm and St. Cecilia does not tower into the heavens; it does better, it leaves the sky to speak for itself. And within it is a plain little church

of white, village-like in its simplicity. There, if you like, is muddle from the business point of view—to have your little church, with a small congregation, and a smaller collection, planted, and newly planted, in the city's greatest thoroughfare. It is the combination of such buildings as Kodak House, admirable in its way, and Marconi House, still more admirable, with a little church and all sorts of other breaks in the skyline—and in the business-line—that makes Kingsway delightful. E. M.

It is announced from Montreal that Mr. John M. Gibbon, at one time Editor of *Black and White*, and author of "Scots in Canada," has been appointed General Publicity Agent of the Canadian Pacific Railway Company. Mr. Gibbon's office will be in Windsor

Street Station, Montreal. Mr. Gibbon until this promotion held the position of Advertising Agent for the Company in London, and has now secured the most coveted publicity post on the American Continent. He is by birth a Scot, his father being Sir William Duff Gibbon, Kt.

At the International Congress of Medicine recently held at the Albert Hall, which excited so much interest in medical circles, a gold medal was awarded to Savory and Moore, chemists to the King, of New Bond Street, and proprietors of the well-known infants' food which bears their name.



THE NEW LIFE MANAGER OF THE NORTH BRITISH AND MERCANTILE INSURANCE CO.: MR. D. C. HALDEMAN.

Mr. Donald C. Haldeman has succeeded Mr. Henry Cockburn, who has retired after nearly forty years, as Life Manager and Actuary of the North British and Mercantile Insurance Company. Mr. Haldeman continues to be Fire Manager



AFTER THE FIRE WHICH DESTROYED THE FRENCH EMBASSY AT CONSTANTINOPLE: RUINS OF THE OLD PALACE GIVEN BY SELIM III. FOR NAPOLEON'S AMBASSADOR.

The French Embassy at Therapia, Constantinople, was burnt down on August 10, in spite of rescue efforts by the whole Diplomatic body and crews of war-ships. Nothing was saved but the diplomatic archives, while the Ambassador and his wife, M. and Mme. Bompard, lost all their belongings. The building, an old Turkish palace, was given by Sultan Selim III. to France for the use of Napoleon's Ambassador, General Sebastiani.

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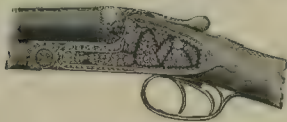
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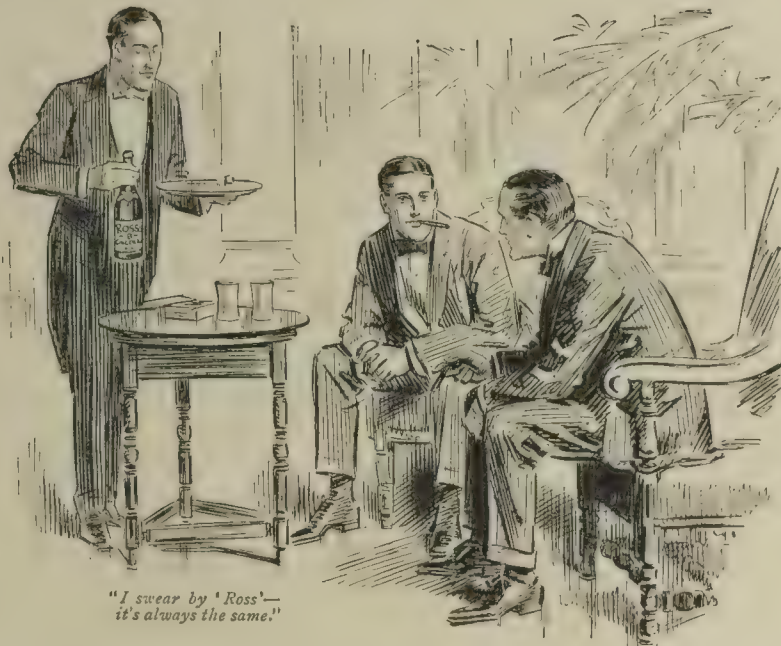


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LADIES' PAGE.

LADY HAMBLEDEN'S death reminds us that, though honours are rarely bestowed on women for their own personal services to the State, it has been not unusual to confer such a distinction on the wife of an eminent man. Queen Victoria gave a peerage in four cases that I remember to ladies whose only qualification was that their husbands were eminent in political life. The most illustrious instance was, of course, that of Mrs. Disraeli, who was created Viscountess Beaconsfield long before her widowed husband went up to the House of Lords; and another is the Peeress recently deceased, who was the widow of the Unionist leader, Mr. W. H. Smith, created Viscountess Hambleden by Queen Victoria to mark her Majesty's appreciation of the services of the statesman. It is a great help to men that their eminence, their distinction, is recognised as reflecting honour on their lives' partners. Though peerages are, naturally, not very frequently seen to be given to wives to mark appreciation of their husbands' careers, the same idea or principle prevails in society: the wife is held to gain personal distinction from the husband's success.

It is not always well borne—this vicarious honour. It was said by a witty observer of Sir Walter Scott and his wife that all the adulation and notice that he received passed through the clear glass of his intellect without affecting his character, to set in a smother the little scrap of paper that lay on the other side—the tussy, pretentious Lady Scott. But, on the whole, the effect on a man's career of his wife's knowing that his eminence is sure to be held to honour her too, as his chosen companion in life, must be most valuable in making her proud of his achievements, ready to sacrifice her own comfort and wishes to help them, and eager to see ways in which, even behind the scenes and unobtrusively, she can advance his position. How few men are able and willing to sink their own personal success in that of a brilliant wife in the same way, and how little help in doing so is given to them by public sentiment! There are a few instances—Queen Victoria herself, for one; her husband made it his principle—he says so in one of his letters—to stand in the background, but always close behind her, ready to help her to maintain her position, with no thought of his own individual and distinct credit or glory. Mrs. Somerville, the great mathematician, tells how her husband was ever ready to look up references or do copying for her, or in any way assist her labours; and Harriet Martineau records the pride with which Dr. Somerville showed her the drawers full of Mrs. Somerville's diplomas and honours. "George Eliot," again, found the same loving and unselfish aid in her work, and admiration for her success, from George Henry Lewes. But "what are they among so many?" Husbands have often been quite pleased to be made Peers simply on the ground that they had wives possessed of heaps of money. I could name living instances—not one, nor two. But as regards eminence



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in any career and its rewards in a wife, the attitude of the husband is too often that of the celebrated living lady novelist's good-man, who observed bitterly to an American girl, on her regretting the loss of the old secret of the magicians of how to make oneself invisible, that he possessed the secret—it was to be Mrs. So-and-So's husband!

George Henry Lewes, the faithful and true helpmate of the genius of the brilliant woman who called herself "George Eliot," was one of the ugliest of men—one of the "amiable baboon" type. Yet Charlotte Brontë said, when she saw him, that he was wonderfully like her sister Emily. That is the only clue that we have to the appearance of the author of "Wuthering Heights." Each generation is ignorant as to who the very few are amongst its numbers in whose personality the future will be interested; hence we have even in our National Portrait Gallery the faces of innumerable almost forgotten worthies, while no portraits remain of many others whose lineaments we would most delight to see depicted. The recently published "Letters of Jane Austen" contains a portrait of a girl of fifteen or so said to be a likeness of her, but the compilers candidly state that it is very uncertain whether it really represents the great novelist or her cousin of the same name. The only clue to Jane's appearance that the letters give is that she had naturally curling hair; it is mentioned more than once. Photography, of course, will help future generations to know the past better.

A point that will surprise many people is brought out in Jane Austen's "Letters": she positively disliked music. Such observations occur as this: "The concert will have more than its usual charm for me, as the gardens are large enough for me to get pretty well beyond its sound." Many other eminent literary persons have shared this indifference to music; and yet there must be a susceptibility at least to rhythm in every good writer, to obtain and preserve that balance in a sentence which is more an element of charm in writing than people who have not studied the art of composition might suppose. The abuse of that sense in literature is to write passages that will actually scan—concealed blank verse. This, when presented as prose, annoys the sensitive ear; yet many of Dickens's more sentimental passages are so written, and it is an easy pitfall to the inexperienced. Such matters as this are subjects for study. I am frequently asked by girls looking round for a profession whether I think that journalism can be taught. I always reply doubtfully, for while I believe that the essential point cannot be learned, such details as literary form includes certainly can be studied. But the prime necessity for a good journalist is a mind alive to the movements of thought and the interests of the time—a mind, so to speak, of the wireless-telegraph order, with receiving-poles sensitive in a very high degree to the currents that are at the moment sweeping over the minds of men—and this is a question of natural endowment.

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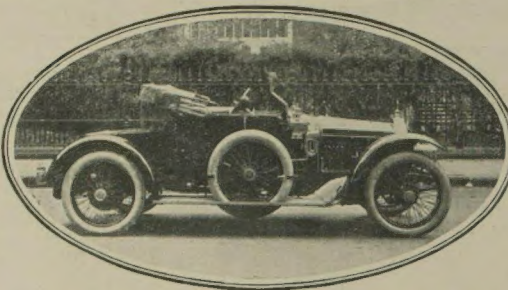
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THE CHRONICLE OF THE CAR.

The Safety of the Roads.

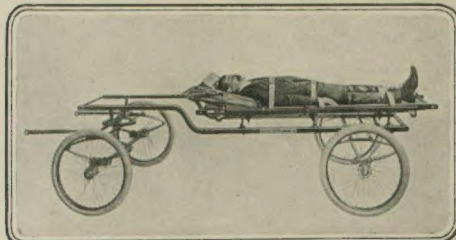
The issue of the Report of the Select Committee on Motor Traffic has concentrated a good deal of attention on the dangers of street traffic, and has resulted in quite a crop of suggestions directed towards the amelioration of existing conditions. Among other tentative proposals, one that is embodied in a letter I have received from the editor of the *Automotor Journal* is at once interesting and practical. In the course of his communication, the editor says: "If at a crossing the traffic on one street were arbitrarily given a right of way, and the traffic on the other street made to go dead slow by a sign that must be obeyed, the gravest of road dangers would be abolished, congestion would be alleviated, and the noisy use of the horn would be appreciably reduced. This principle is already in practice as a matter of custom on certain principal thoroughfares like Oxford Street, the



A SPECIMEN OF A FAMOUS CAR FITTED WITH A SMART TWO-SEATER BODY: A 15-H.P. STRAKER-SQUIRE—1913 MODEL—IN TOURING TRIM.

is always present the idea that crossing traffic may suddenly emerge and have to be dealt with. Hence the senses are on the alert, and the driver is in a state of constant readiness to act in an emergency. But supposing the responsibility of avoiding crossing traffic to be removed from the driver on the "highway," it seems at least possible that the over-confidence—which in this case is simply another name for recklessness—might well come into existence. I do not say it would, but the point is one well worthy of consideration.

The other point that occurs to me is that, supposing the absolute right of way be given to the vehicle proceeding along a "highway," what is to become of the traffic wishing to cross, let us say, Oxford Street? Is it to wait all day for the opportunity to cross, or what is to happen? At present, the crossing of traffic is worked on the give-and-take system, in which the rights of all are equal, and if I want to cross a busy thoroughfare, I simply wait until the state of the traffic justifies, and then proceed



THE NEW TRAILER-AMBULANCE ATTACHABLE TO ANY ORDINARY CAR: AN ACCIDENT "CASE" READY TO GO TO HOSPITAL.

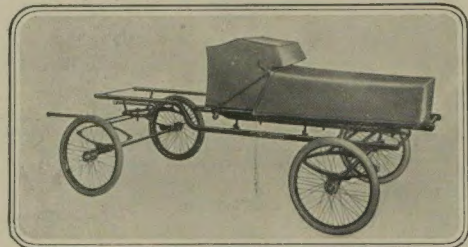
Our two photographs illustrate a new form of patent trailer-ambulance for attachment to the back of any existing motor-car, so that the injured person can be immediately conveyed to hospital without waiting for the regular ambulance. The trailer is the first of a series built by Messrs. Carter, 2-6, New Cavendish Street, W., for the Victoria Falls and Transvaal Power Company, Ltd., whose stations extend over distances ranging from seven

(Continued opposite.)

Strand, etc. What we suggest is the extension of this principle to cover such other through streets (for example, Wigmore Street) as might arbitrarily be selected by the authorities. Such selected streets would be made "highways," and the traffic thereon would have the right of way over crossings. Signs would be necessary to distinguish highways from side roads. For example, a white disc surrounded by a black ring might be displayed on the lamp-post adjacent to the crossing, in order to signify "right of way"; no need to blow the horn so far as vehicular traffic is concerned. On the cross-road, a black disc similarly placed would signify "Dead slow; highway crossing." These signs could

be painted on the lamp-glass, so as to be visible at night. In the country they could be placed level with the beam of light thrown by the headlights."

As I have said, the idea is interesting, and there seems to be no logical reason why it should not have a trial, since it entails very little expense, and even if it failed to have the anticipated effect on the accident statistics, it would probably—I use the word advisedly—do no harm. There are two points, however, on which the scheme appears to me to be open to discussion. In the first place, if it were adopted, it is perhaps possible that it would produce precisely the opposite effect intended, and might quite conceivably tend to increase the number of vehicular collisions by engendering a dangerous over-confidence in the driver using the "highway." As traffic is conducted now, whether one is driving on a "highway" or a "side-road," there



POSSESSING ALL THE ADVANTAGES OF A MOTOR-AMBULANCE: THE NEW TRAILER-AMBULANCE COVERED IN.

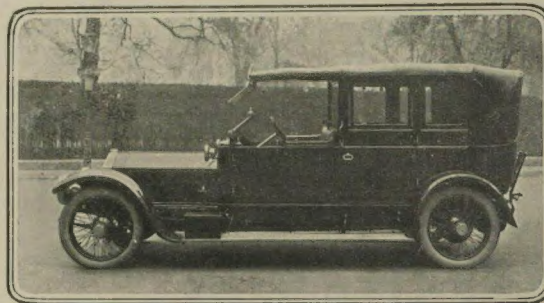
to forty miles from Johannesburg. The present trailer is destined for Rosherville. It is anticipated that the appliance will become in great demand, for, while the ubiquitous motor-car is always available, it is not possible to instal a costly motor-ambulance at every point where accident is likely to occur. Linked up to a motor-car, the "trailer" combines all the advantages of a motor-ambulance, and is specially adapted for South African roads

to make my way over, while the main-road traffic slows or stops to allow my passage. Give the latter an absolute right of way, however, and I may never be able to cross. I know there is an answer to this, but still, it is just as well to recognise all the weak points of a scheme before it is decided to put it into active effect.

Beating the Train.

According to a cable just received from South Africa, the motor-car has set up another new record by beating the express train from Johannesburg to Durban by forty minutes. The car was a Talbot, driven by Mr. Chaplin, of the

(Continued overleaf.)



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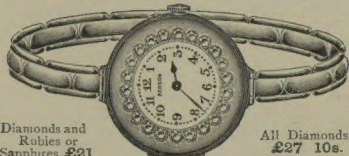
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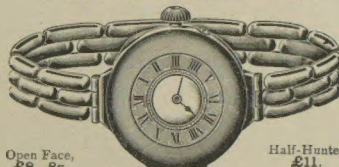
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THE CANADIAN MINISTER OF MILITIA, WHO HAS ARRANGED TO ATTEND THE BRITISH ARMY MANOEUVRES IN THE MIDLANDS: COLONEL SAM HUGHES (X) IN AN ARGYLL SLEEVE-VALVE CAR.

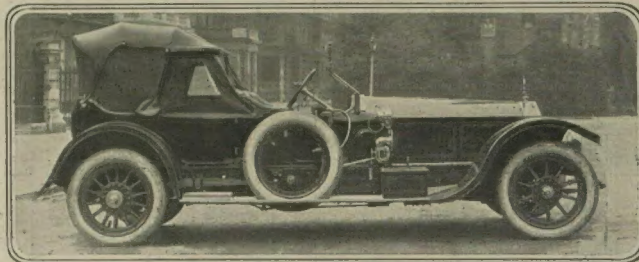
(Continued)
Consolidated Gold Mines. Incidentally, express trains in South Africa do not seem to be in much of a hurry, since the schedule for 452 miles is no less than 24 hours 15 min. On the part of the car, however, it may be said that the performance is one of more merit than would at first appear, for the reason that for the most part the roads, save in the immediate neighbourhood of the large towns, are simply atrocious, being generally mere tracks across the veldt, varied only by the occasional crossing of spruities.

The Taxation of Old Cars. It will be remembered that in the early part of the year representations were made to the Chancellor of the Exchequer

relative to the injustice of taxing old cars at the same rate and on the same basis as those of modern date. Mr. Lloyd George was also asked to receive a deputation with regard to this same question, but I have not heard what became of the suggestion. Whether the Chancellor refused to receive the deputation, or what happened, I do not know, save that the deputation, so far as any public intimation is concerned, has not waited upon him up to now.

It was suggested that a substantial reduction in the amount of the tax payable should be made in the case of cars over four years old, which seems to be a very fair method of assessment, and it is interesting to note that recently the authorities of New York

Photo. Argent Archer.



FIRST ON FORMULA AND MAKER OF FASTEST TIME OF CARS UP TO 20-H.P., AND FIRST ON FORMULA IN AN OPEN EVENT IN THE LEICESTER-SHIRE HILL CLIMB: A 12-H.P. TALBOT.

by the Cape to Cairo expedition, for which the Argyll Company recently built a special sleeve-valve car. Captain R. N. Kelsey and the other members of the party have been received at Government House, Cape Town, by Lord Gladstone, who formally presented the expedition with a Union Jack. In making the presentation, the Governor-General expressed the hope that the intrepid party would do honour to the flag wherever they went, and wished them success in their interesting and adventurous journey. Unfortunately, the difficulties of the first stage of the journey have been accentuated by the damage done to roads, bridges, and railways by the great rainstorms experienced recently in the Cape province. W. WHITTALL.

Photo. Campbell-Grey.

JUST DELIVERED TO THE DUKE OF SUTHERLAND: A ROLLS-ROYCE CAR OF THE LONDON-EDINBURGH TYPE.



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State adopted the four-years basis by conceding that after a car had figured in the registration returns for four consecutive years the tax payable should be only half of the maximum. In the meantime, it would be useful to know what our own motoring organisations are doing in the matter, which we were assured a few months ago was receiving their closest attention. Are they going on with the deputation, which Sir Henry Norman was to introduce to the Chancellor, or has Mr. Lloyd George intimated that no concession can be made, or what is happening?

From Cape Town a cable to hand to Cairo by Motor. from Cape Town records the enormous interest created throughout South Africa



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